

# The Hongkong Telegraph.



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## IMPERIAL PREFERENCE.

### Decisions of Customs Conference.

(Reuter's Service.)

London, March 22.  
The Imperial Customs Conference has closed. Besides the decisions already cabled, the Conference reached an important conclusion on the method of calculating values for the purpose of arriving at the amount of preference. The present anomaly whereby the Dominions are stationing Customs Investigating Officers in Britain for the purpose of examining British invoices while foreign exporters are exempt from supervision, will be ended and a Joint Investigation Service constituted, acting for all the Dominions and applying to foreign as well as British goods. Investigating officials will be stationed at a number of important centres in Europe also. It has been decided to grant preference if the whole process of manufacture occurs in the United Kingdom, thus disposing of the present differentiation in estimating the British minimum of 25 per cent. Other items hitherto not included in the 25 per cent. limit will now be included, the principle being to bring all Dominions and Colonies up to the level of most favoured treatment accorded to British goods.  
Another subject of discussion was the regulations governing the admission of commercial travellers' samples. The Conference agreed to adopt the British procedure of admitting samples under bond, which will be cancelled at exportation.

## UNEMPLOYMENT IN BRITAIN.

### Labour Minister's Statement of Government Efforts.

London, March 22.  
That nearly two million people are benefiting from the Government to an extent hitherto unattempted in this or any other country was the claim of Dr. Macnamara in the House of Commons, replying to Mr. Clynes' complaint of the insufficiency of the Government's action respecting unemployment. Dr. Macnamara gave the following increases compared with 1919-20: seven shillings to 20 shillings unemployment benefit; 4 million beneficiaries increased to 20 millions; each £1,000,000 contributed received on annual State contribution. Dr. Macnamara stated that 10½ millions are being spent upon arterial roads and road maintenance. The Health Ministry is laying sewers for housing sites involving £5,000,000, mainly from the State. Although the unemployed were increasing, a hundred thousand had been found useful productive work, which he was about to find for fifty thousand ex-Servicemen in the building trade (cheers). Although the trade unions turned down the scheme, the Employers' Federation accepted responsibility for the success of same, and he appealed to the trade unions to co-operate.

## IMPERIAL BURDENS.

### Mr. Chamberlain's Advice.

London, March 22.  
In the House of Commons, Mr. Austen Chamberlain, speaking on the subject of economy, agreed that the expenditure in the Middle East was an excessive burden. He hoped that as a result of Mr. Churchill's visit measures might be recommended to the Cabinet whereby satisfactory reductions would be secured.  
With regard to German East Africa, Mr. Chamberlain pointed out that the country was disorganised and its development delayed. He was afraid that for a little time it would be a charge on our resources, but he asked what portion of the Empire economists had not advised us at some time to abandon as too costly, whereas by giving a little help at the start, development had proceeded to the immense advantage of world trade, particularly to the country which brought order and civilisation to those areas. He begged the House not rashly to forego the chances of developing these great territories, which, as they produced and prospered, would afford new markets for our industries.

## MR. CHAMBERLAIN'S APPEAL FOR INTERNATIONAL AMITY.

### Britain's Pacific Policy.

London, March 22.  
In the House of Commons, Mr. Chamberlain stated that the Estimates had been brought down as low as was considered safe in view of the uncertainty and disturbances in the world. He declared that the idea of competition in armaments with the United States was horrible, and for us unthinkable (cheers). Mr. Chamberlain alluded to the widespread feeling in Britain that we were not content, after fighting a great war for freedom and destroying the great military autocracy of Central Europe, to contemplate a vista of years in which the nations were still struggling under the burden of these immense armaments, whereby all other national services were curtailed. He hoped other nations with greater need than we would think less of the needs of war and more of the needs of peace, and settle down to reconstruct the world. He declared that Britain was the only European nation able to balance its Budget. We had also begun to wipe off the foreign and internal debt.

## LIABILITY UNDER BILLS OF LADING.

### Committee Recommends Uniform Legislation Throughout Empire.

London, March 22.  
The Imperial Shipping Committee, including both shippers and shipowners, which is investigating the question of liability of shipowners under bills of lading, has unanimously reported recommending uniform legislation for the Empire on this question. The committee proposes the establishment of a special body common to the Empire to deal with exceptions and limits of liability. Instead of the usual course of reporting only to the British Prime Minister, the Committee addressed its conclusions to the Prime Ministers of Canada, Australia, South Africa, New Zealand and Newfoundland and the Secretaries for India and for the Colonies.

## REPARATIONS BILL PASSES LORDS.

London, March 22.  
The House of Lords, the German Reparations Recovery Bill all stages without discussion.

## BRITAIN AND RUSSIA.

### Mr. Lloyd George Answers Critics.

(Reuter's Service.)

London, March 22.  
In the House of Commons, a volley of critical questions was fired at the Government with regard to the Russian Trade Agreement, notably as to whether the property of British subjects in Russia would definitely be confiscated and whether the Soviet Government accepted responsibility for the former Government's debts.  
Mr. Lloyd George regretted that peace had not been signed. This was due to the Soviet's refusal of our offer of a joint discussion last year, but the Trade Agreement safeguarded all the points raised, most of which, as well as the Soviet's counter-claims, were reserved for clearing up later, when all claims would be pressed very hard. The Premier said he detected a change from the wild and extravagant Communism of even a few months ago. Moscow wireless messages indicated a significant recognition that the Russian system was impossible in the present state of human nature and that it was impossible to patch up locomotives with Karl Marx's doctrines.

## REVENUE FROM WINE DUTIES.

### Question of Reduction to be Settled by New Chancellor.

London, March 22.  
In the House of Commons, Mr. Austen Chamberlain indicated that he is leaving the Exchequer, and that the Budget will be introduced by the new Chancellor. Replying to a question regarding the revenue derived from duties on sparkling wines, Mr. Chamberlain said that *ad valorem* duty on champagne only realised 30 per cent. of the estimate. Asked whether the Government would consider a reduction of the duty, Mr. Chamberlain replied that as he was not continuing to be Chancellor the question must be considered by his successor, who must ascertain whether the reduced consumption was due to exorbitant profits of British sellers, not to the tax.

## ANGLO-JAPANESE TREATY.

### New Zealand Premier Favours Renewal.

Wellington, March 22.  
The Premier, Mr. Massey, in a speech in the House of Representatives referring to the Anglo-Japanese Treaty, declared: "So long as we insist on and obtain the right to choose our own fellow-citizens, we have much to gain and nothing to lose by the renewal of the Anglo-Japanese Treaty. Japan was thoroughly loyal to us during the war, into which she was not compelled to come."

## COMPULSORY PHYSICAL TRAINING.

### For French Boys and Girls.

Paris, March 22.  
The Chamber has adopted a Bill which has already passed the Senate imposing compulsory physical training on youths of both sexes. Boys are to be trained from sixteen years until enrolment in the forces, while girls will be trained during their school period.

## DR. VON SIMONS ON SUCCESS IN SILESIA.

Berlin, March 22.  
Dr. von Simons, addressing the outvoters returning from Silesia, said that the battle was won in Upper Silesia, which had declared for Germany. He added: "We suffered losses through the Polish terror, but the victory is ours. Upper Silesia cannot be torn from the Empire."

## U.S. BATTLESHIP LAUNCHED.

Camden, (N. J.), March 22.  
The battleship Colorado, launched at Colorado, is the second of her class of eleven, mounting eight 16-in. guns and 14-5in. guns. The vessel is also provided with two torpedo-tubes. Her speed is 21 knots; 32,000 tons; total personnel, 1,435.

## BRITISH HONOUR FOR DUTCH RED CROSS.

The Hague, March 22.  
The British Minister handed Prince Henry the Gold Medal of the British Red Cross in recognition of the Dutch Red Cross Society's good work in war time on behalf of British wounded and interned men.

## SPECIAL SESSION OF CONGRESS.

Washington, March 22.  
President Harding has issued a proclamation convening a special session of Congress for April 11.

## FRANCO-CANADIAN COMMERCIAL TREATY.

Ottawa, March 22.  
The Franco-Canadian Commercial Treaty has been signed. It becomes effective on March 27.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, March 22.  
It is said that the foreign Powers, on discovering that the independence of Outer Mongolia has been encouraged by a certain Power for the purposes of securing assistance from the Mongolians and getting better commercial relations with Russia, are paying greatest attention to this sphere.  
The Government, in view of the fact that Mongolian affairs cannot be settled, has arranged for the strict protection of the boundary instead of despatching further reinforcements.  
A loan of \$3,000,000 has been concluded with Japan and the money has already been handed over to the Government, with the German and Austrian settlements in Tientsin as security.

## "HONG MOH" ENQUIRY.

### NAVAL OFFICERS GIVE EVIDENCE.

### "Carlisle" Captain's Story

The Marine Court of Enquiry into the "Hong Moh" disaster was resumed at the Harbour Office to-day, when evidence was given by naval officers, including Captain Evans, of H.M.S. Carlisle, the well-known Antarctic explorer.  
Commander H. Brady, of H.M.S. Foxglove, examined, said:—On Saturday, the 5th March, at about 5.30 p.m. I interrupted a wireless signal from the Consul at Swatow, saying that the Hong Moh was wrecked on the Lammoeks with approximately 1,100 people on board and that assistance was urgently needed. That signal was made to the Commodore at Hongkong. I was then on the passage from Shanghai to Hongkong and was approximately fifty miles from the Lammoeks. I made a signal to the Commodore saying that I could get there at about 10.30 that night but owing to the state of the wind and sea I should probably not be able to render any assistance until daylight. We arrived about three miles from the Lammoeks at 10.30 p.m. but could see nothing of the wreck. Shortly after receiving the first signal we passed a steamer steering north-east and asked her if she could give us the position of the wreck. She replied that the wreck appeared to be on the White Rocks, but as she passed about nine miles off the position was uncertain. I steered down outside the rocks and sighted a steamer burning. Her position appeared to be between the White Rocks and high Lammoeks. I decided to go round to the south end of the East Rocks and approach the supposed position of the wreck on the western side. On getting up to White Rocks we found a small steamer anchored off the White Rocks. I could see no sign of the wreck. I signalled to the steamer to try and get information as to the position of the wreck and as to whether any survivors were still on board. I got no reply that threw any light on the situation. The night was very dark, a strong northeasterly wind blowing and a rough sea. So I anchored till daylight. At daylight on the 6th we got under weigh until we saw the wreck on the extreme north-west corner of the White Rocks. The ship was broken in two and at first

there appeared to be no sign of life on board. On approaching the wreck we found, however, that there were a large number of survivors on the fore-castle and another large party on the aft part. At that time H.M.S. Carlisle arrived. The weather was too rough for the Foxglove to lower any boats and it was decided that we should attempt to float Carley rafts, yast the ship and pick them up again to leeward. Both floats were got out 8 o'clock. One unfortunately passed the wrong side of the wreck and went on to the rocks. The other passed close to the ship and a number of men jumped into the water, eight getting on to the float boat and being picked up by the ship just below the White Rocks. After picking up this float and another belonging to H.M.S. Carlisle we steamed up windward again to have another try. We dropped there two floats and also a temporary raft made up of planks and casks, but they all passed too far from the ship for any of the survivors to reach them. It was not possible to pick them up again until they were clear of the Boat Rocks. By that time the sea had moderated sufficiently to allow the whalers being used and at about 2 o'clock in the afternoon we set the Carley floats and rafts adrift again and lowered both whalers. The floats were all taken to the rocks, but the whalers managed to pick up about three survivors. The boats were picked up to leeward and lowered again to windward of the wreck and managed to pick up 17 survivors between then. As I was getting short of coal and had considerable trouble with the condenser, I informed the Carlisle to that effect and asked permission to proceed to Hongkong. This was approved and we left at 5 p.m.  
Commander Robinson:—What became of the steamer that transmitted the signal from the Consul at Swatow to Hongkong?—That I cannot remember. I cannot remember the name of the steamer. I am not sure whether it was the Hial-shan.  
Was it not the Hialoong?—I am not sure. It may have been.  
Did you intercept any more wireless signals from that steamer?—Not until Sunday afternoon, but not that steamer.  
Can you give us the name of the small steamer that passed the wreck?—No. She would not give us her name. That steamer left before daylight, at 4.30 in the morning.  
(Continued on Page 12.)

## BANDMAN OPERA CO.

The above Company will open in Hongkong on or about the 31st inst. for a three weeks' season in all the very latest London Musical Comedy Successes, including "Irene," "Going up," "Bran Pie," "Buss Buss," "Who's Hooper," "Ah Joy," "Tails up," "Afgar," "The Southern Maid," "Maid of the Mountains," "The Naughty Princess," "Chu Chin Chow," etc. There are in the present Company thirty performers of repute, carrying 100 tons of luggage, special scenery, stage effects, and elaborate costumes, including the latest Parisienne models.  
The present Company has been playing to phenomenal audiences in Calcutta, Rangoon, and is at present in Singapore, and admittedly pre-eminent among the several Bandman Opera Companies. Plans will shortly open at Mouties.

## News in To-day's New Advertisements.

A quantity of fresh provisions will be sold by Lammet Bros. on Tuesday next.—Page 4.  
Chocolates in fancy boxes and Xmas crackers are being auctioned by Lammet Bros. on Wednesday morning next.—Page 4.  
The charm of a Victrola is told by S. Moutrie & Co. on Page 3.  
At the Hongkong Theatre the principal film until Saturday will be "Bab's Diary," featuring Marguerite Clark.—Page 12.  
Consignees of cargo per the a.s. Benavon from Europe should consult the notice on Page 4.  
The a.s. Pembroke has arrived from England and the usual notice to consignees is given on Page 4.  
Consignees particulars regarding the Shunko Maru from Japan are given on Page 4.  
Members of the Hongkong Automobile Association are given a reminder regarding their annual subscriptions.—Page 4.

## To-Day's Exchange.

The closing rate of the dollar, on demand, to-day was 2s. 4½d.

## The Weather.

2 p.m. Barometer:—29.76. Temperature:—76. Humidity:—90.

## Lighting-Up Time.

Lighting-up time to-day is 6.36 p.m.



IF THE MARCH MEANT WHAT THEY SAY

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## EARLIER TELEGRAMS.

## THE SILESIAN PLEBISCITE.

London, March 22.  
With the conclusion of the Silesian plebiscite the work of partition provides the knottiest problem. The important industrial triangle of Gliwicz-Beuthen-Cattowitz is Solomon's baby which Germany considers must not be cut in two. As the result of their victory in Rybnik and Pless the Poles won immensely rich property but they naturally expect a full share of the triangle. It is recognised that some partition is inevitable, not only as the result of the voting but in view of the general European economic situation. It will be for the Inter-Allied Commission to find satisfactory boundaries and determine the term of operation. The outstanding feature of the plebiscite was the remarkably heavy polling, many Communes voting one hundred per cent, and the average was ninety-five per cent. Maimed, halt and blind were brought to the booths in carriages, ambulances and even on stretchers.

Berlin, March 22.  
The first feeling of jubilation is succeeded by disappointment in the publication of further results showing that the German majority is not so large as was expected. The "Lokalanzeiger" says that the fact that the regions most important to German industry are party endangered and partly lost is most depressing. "Vorwärts" issues a warning against exaggerated talk of a brilliant German victory.

## RE-ADJUSTMENT OF MINERS' WAGES.

London, March 22.  
Prolonged negotiations between the miners and coalowners resulted in the miners delegates at the conference deciding on referring to the districts the offer of the coalowners on re-adjustment of wages which, though more generous than expected, does not concede the demand of the miners for a national wage basis as opposed to the district agreements. The result of meetings of the miners District Councils hitherto shows that a split in the miners ranks is likely. Wales and Scotland are opposed to acceptance of the coalowners offer, whilst other districts, notably Yorkshire, are prepared to temporarily relinquish some of their demands in view of the precarious financial position in the coal industry.

The "Labour Gazette" reports that last month the changes in rates of wages affected 1,620,000 persons, of whom 1,500,000 underwent decreases amounting to £450,000 weekly, the most of the latter being the miners whose wages were reduced owing to diminished output and value of coal.

EARLIER  
SPECIAL TELEGRAMS.

(From Our Own Correspondents.)  
THE CUSTOMS SURPLUS.

Shanghai, March 22.  
The Peking Government's request for release to it of the Southern portion of the Customs Surplus, amounting to Tls. 2,400,000 which has been withheld from the South since last March, is now admitted by all foreign legations, and the surplus will soon be available for Peking's use. The following are the terms:—(1), Re-organisation of national and domestic loan service; (2), Payment of Sino-Diplomatic Consular salaries; (3), Plague prevention in the Tientsin-Pukow Railway zone; (4), Canton River Conservancy, for which Tls. 420,000 have been allocated. All legations have agreed to the release and the terms from March 12th, excepting the French which held out for an endowment fund for the South-Western University at Canton, but was informed that the Foreign Office of France acquiesces in Peking's request. North China considers the legations attitude the death knell to the efforts of Dr. Sun Yat-sen to form an independent semi-recognised Canton Government.

## A SHANGHAI BANKRUPT.

Shanghai, March 22.  
Judah Isaac Ezra, in bankruptcy examination, did not deny a ninety thousand taels claim brought by the Netherlands Trading Society and the Court awarded judgment with costs.

## SINGAPORE TRAMS.

Singapore, March 22.  
The Tramways Commission does not recommend the expropriation undertaking unless the Company fails to comply with conditions regarding improvements, including the relaying of the whole track. The Commission recommends the constitution of a Traffic Board with a view to the elimination of useless competition between tramways and motor buses.

## JAPAN'S CROWN PRINCE.

Singapore, March 22.  
The pressmen were invited aboard H. I. J. M. S. Katori and informed that Prince Hirohito had twice been ashore, on Saturday and Sunday, visiting the Gardens, Museum, etc. He circled the Island in the Government yacht Sea Bella on Monday, lunching aboard. A dinner aboard the Katori in the evening was attended by the Governor General, Colonial Secretary, Admiral of the China Squadron and other distinguished people. The Katori and Kishima departed for Colombo this morning.

## STRAITS RAILWAYS.

Singapore, March 22.  
The Legislative Council has approved of motions for important alterations to the Island Railway, including doubling the track, elimination of level crossings and erection of new stations, pending through running when the Johore Causeway is completed.

## THE RUBBER SLUMP.

Singapore, March 22.  
The Legislative Council has voted \$30,000 for the European Unemployment Fund and is prepared to vote a total of \$100,000 if required.

## MURDERED HIS FATHER.

Shanghai, March 22.  
Confronted by stained bones, following the inquest on a body exhumed after thirteen months, a Chinese has dramatically confessed to the murder of his father.

## WELCOME TO JERUSALEM.

Shanghai, March 22.  
The Shanghai Zionists have cabled to Mr Winston Churchill, Secretary of State for the Colonies, a welcome to Jerusalem.

## SHANGHAI LIBEL ACTION.

Shanghai, March 22.  
Messrs Rea and Gallagher have filed demurrers stating that the Shaw libel action is baseless.

## HONGKONG CRICKET CLUB.

## War Memorial Unveiled by H.E. the Governor.

The tablet placed in the Hongkong Cricket Club pavilion in memory of members who lost their lives in the war was last evening unveiled by H. E. the Governor in the presence of a large gathering. Among those present were the Lord Bishop of Victoria, the Hon. Mr. Claud Severn, C.M.G. (Colonial Secretary), His Honour H. E. J. Gompertz, Commodore W. Bowden-Smith and Sir Robert Hottel.

Mr F. Maitland, President of the Club, speaking on behalf of the members, said:—

Your Excellency, ladies and gentlemen.—We meet here this afternoon to place on record the greatest of all services rendered to their King and Country by civilian members of the Hongkong Cricket Club.

As soon as the war terminated I felt that we should erect in the pavilion a Memorial to the men who had lost their lives for victory and liberty, and with the approval of the Committee I asked Messrs Palmer and Turner to design a tablet and this was done by Mr Wilson of the firm. It only arrived a few days ago and before asking His Excellency the Governor to unveil the tablet I will read out the names of the men of whom we are proud and desire to honour:—H. Arthur, B. F. Chapman, D. G. Cheeseman, Jasper Clark, C. C. F. Cunningham, P. Sydenham Dixon, P. Delany, A. C. F. Elborough, K. R. Forde, L. Goll, H. I. Jones, A. N. Joseland, R. G. Munro, F. Richardson, F. H. Robinson, A. D. Shewan, R. A. Stokes, C. N. G. Walker, A. Whitmarsh.

I now ask your Excellency to unveil the Tablet.

HIS EXCELLENCY'S SPEECH.

His Excellency the Governor said that the Club was indebted to Mr Maitland himself for the provision of the tablet. It was a fitting thing that these members of the Club should be honoured by their fellow members. The names which had been read included those of men who had fought in France, Flanders, Gallipoli, East Africa and West Africa, which was sufficient to show what a great part the members of the Club had taken in the War.

His Excellency then unveiled the tablet. It consists of a very neat bronze tablet with a decorative border. At the top is inscribed, "1914-1919, Hongkong Cricket Club, Roll of Honour." Then follows the list of names. Inset in the decorative border on the left hand side are the words "East, West," and on the right hand side "North-South." At the bottom of the tablet, from left to right, are three pictorial medallions representing war in the air, war on the sea and war on the land, respectively.

## WHY THESE MURDERS?

## Responsibility of the Roman Church.

A certain section of the British people used to think they "understood" the Irish. We do not hear much from these people now-a-days, says a Home paper. They, like others, stand aghast at the criminality of Irishmen, and there is little talk now of sympathy and understanding. They ask themselves in horrified amazement what is the root cause of this depravity.

Lord Hugh Cecil endeavours to answer the question. In a powerful letter to the *Times* he asserts that the rebellion of 1916, an utterly unprovoked and shamefully treacherous act, was the beginning of the present orgy of murder and outrage. After apportioning the blame of the Government for what has gone on in Ireland since that time, he discusses the question of the true remedy.

## WHAT HAS THE CHURCH DONE?

The evil, he says, is a moral one, and the remedies must be moral. The two great remedies are law and religion. The Government are responsible for the first, but it is in the power of religion that the best remedy for Irish murder ought to be found.

I am glad to see (he continues) that the Irish Roman Catholic Bishops have lately published some injunctions and exhortations tending to enforce elementary Christian morality upon their people. But one would like to know whether they are really exerting the whole power of Christian discipline, as customary in their Church, in restraint of murder.

Every murderer, and every one who countenances or encourages murder, ought to have been long ago told that they are utterly cut off from the communion of the Christian Church and are, so long as they continue in their crimes, no longer partakers in any of the hopes of redemption.

But, whatever the Roman Church may now be doing in Ireland, it is impossible not to ask what they have done in the last hundred years to make it possible for the Irish to be, some of them so cruel, and some of them so cowardly as they are. If Modernism had been as prevalent in Ireland as murder has been, the Roman Church would have found a way to restrain it or would have perished in the struggle.

## THE REPUTATION OF THE CHURCH.

The priesthood has, actually much to its honour, raised the standard of Irish chastity to be a credit to the race. Why cannot they do as much in repression of murder as they have done for chastity and as they certainly would do for orthodoxy? Why have they tolerated the atmosphere of unchristian hatred out of which murder springs? Why have they not trained every Irish boy to feel that the stain of innocent blood is the most horrible that he can incur?

I know all about the penal laws and the oppressions of the 18th century; but these things cannot affect the moral responsibility of men in the 20th. I wonder whether the authorities of the Roman Church realise how fearfully such phenomena as Irish crime weigh against the reputation of their Church.

It is not the theological errors of Rome that stand against it in the minds of reasonable men so much as its lamentable moral record. Who that reads day by day the accounts of what happens in Ireland, who that turns over the pages of the history of Ireland, in the past, but must often ask:—Where is the Christian influence of the Church? Are these the results

## HARRY LAUDER.

## How He Received His Knighthood.

Commanded to attend a investiture to receive his knighthood, Sir Harry Lauder walked across the courtyard of Buckingham Palace (in kilt and Balmoral bonnet as usual) while the pipers of the Scots Guard played "Cock of the North." It was a coincidence, for the ceremony was concerned not with the ceremony of the investiture, but with that of changing the guard.

"When I approached Buckingham Palace in the dull grey of the London atmosphere," said Sir Harry, telling the story afterwards to the London *Evening News*, "I found the courtyard full of soldiers, and the pipe playing. 'I didn't know there was to be a big investiture; I thought I was just to be by myself, you see. Thanks I, this is a great reception I'm getting. Well, then I was shown into a luxurious apartment in the Palace, where a large number of other suspected Knights was assembled. We were instructed how to approach His Majesty. There was a much formality about it, but quite a few of us were excited. At the same time I didn't feel any excitement attached to it myself. I was amused at the seriousness of it all. The King, of course, was doing his duty with his usual solemnity, but I felt like cracking a joke while we were waiting—only I didn't!'"

Lady Lauder, smiling affectionately upon her husband, contributed a sotto voce "He was afraid." Sir Harry heard, but reserved his reprisal. He continued:—"Aye, the seriousness while we were waiting was quite oppressive. I felt like saying, 'Cheer up a little bit, chaps; we're going to get an honour conferred upon us. It's not an execution.'"

"Then a man, Sir Douglas Dawson, I believe, came and said, 'Shush!' and I followed the man in front, and the next man followed me and presently I was kissing His Majesty's hand. Well, ye should pass on immediately but the King seized my hand, and he said, 'Thank ye for the splendid service rendered to your country. I filed on out of the Chamber and into the worldly atmosphere outside—and there was ma wife, and she threw her arms around ma neck and gave me a verri fine kiss.'"

"Aye," added Sir Harry, with a mischievous twinkle, "that was the 'worldly atmosphere.' When I saw her coming I buttoned ma coat the way she couldn't get at ma pouches. Yon's the times I have to be careful. She borrows, ye see—and she doesn't pay back."

When Sir Harry gained the Piccadilly Hotel in need of refreshment he ordered—no, not a "wee haufe," but a hot coffee, with hot milk.

## CHINESE ROADS.

The Executive Committee of the Good Roads Movement of China has formulated plans for a road from Shanghai to Wusien. A survey will be made and the road routed so that it will run between the railroad and the sea-coast touching important inland cities that need a means of communication with a port. It will not parallel the railways or waterways, but will open new territory to commerce.

of the evangelization of Ireland by a Christian priesthood? If indeed Christian Churches are to be judged by their fruits, terrible must be the condemnation of the Irish Roman Catholic Bishops and priests.

## DOINGS OF THE DUFFS

The Prices May Have Caused It

BY ALLMAN





**TYRES! TUBES! TYRES!**

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Make.	Prices.	
		Tyres.	Tubes.
		\$ C	\$ C
28 x 3	Fisk (Clincher-Motor cycle)	25.00	9.000
31 x 4	Fisk (Clincher)	60.00	13.00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Plain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4 1/2	Dunlop (S.S.)	95.00	15.50
35 x 4 1/2	Dunlop (Clincher)	95.00	16.00
35 x 4 1/2	U.S. Chain (S.S.)	100.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux (Clincher)	75.00	14.00
880 x 120	Sioux (Clincher)	105.00	17.50

**THE DRAGON MOTOR CAR CO.**

24, Des Vœux Road, Central.

Tel. 482 &amp; 3552.

Tel. 482 &amp; 3552.

**PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 29th. March 1921.

commencing at 11 a.m.  
at their Sales Rooms, Duddell Street

A Quantity of Fresh Provisions (just unpacked)

Terms: Cash on delivery

LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday the 30th March, 1921.

commencing at 11 a.m.  
at their Sales Rooms, Duddell Street

A Quantity of Chocolates in Fancy Boxes (in good condition)

Also  
A Selection of Xmas Crackers (Tom Smith & Batgers)

Terms: Cash on delivery

LAMMERT BROS.,  
Auctioneers.

**THE HONGKONG LAND RECLAMATION CO., LTD.****NOTICE.**

During my absence and until further notice Mr. Leslie Selbo Greenhill has been appointed acting Secretary.

By Order of the Board of Directors,

MOWBRAY S. NORTHCOTE  
Secretary.

Hongkong, 18th March, 1921.

**HONGKONG AUTOMOBILE ASSOCIATION.**

Members are reminded that the Annual Subscription of Five Dollars is now due and are requested to forward same to

F. BEVINGTON,

Hon. Treasurer,

(c/o Bradley & Co., Ltd.).

Other local Notices on Pages 5 & 9.

**PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 29th March, 1921.

commencing at 2.45 p.m.

at No. 15 Hankow Road, Kowloon (for account of the concerned)

A Quantity of Valuable Household Furniture

comprising:—

Plush & leather covered couches, Upholstered sofa & armchairs, Fancy mirror topped tables, music cabinet & stools, teak overmantels with bevelled mirrors, teak writing table, Green stained bookcase, Hanging mirrors, marble top tables, Japanese silk embroidered pictures, engravings, lace curtains, brass mounted fenders & fire brasses, ornaments, electric ceiling & table fans, electric fittings, etc. etc.

Teak sideboards with bevelled mirrors, leather covered dining chairs, ice chests, green stained marble topped wine locker, tea tables, bentwood chairs, teak screen, brass curtain poles etc. etc.

Double brass & single iron bedsteads, teak & double & single wardrobes with bevelled mirrors, marble dressing tables, marble top washstands, marble top pedestal, teak chests of drawers, toilet set, easy chairs, shaving mirrors, etc. etc.

Bathroom, Pantry & Kitchen Requisites

Also

A Quantity of Finely Carved Blackwood Ware

comprising:—  
Marble top round dining table, silver cabinet, marble top flower stands, chairs, lady's desk, card table, teapots, fire screen, tables, hatstand, stools etc.

And

1 Underwood typewriter  
On view from Monday, the 28th inst.

Catalogues will be issued.

Terms: Cash on delivery  
LAMMERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 30th. March, 1921.

commencing at 2.45 p.m.  
at "Gilestead" No. 18 Broadwood Road

A Quantity of Valuable Household Furniture

comprising:—

Hatstand with bevelled mirror  
Chesterfield couch & covers, armchairs & covers, Bookcase by Powells Ltd., Books, Dining table & chairs, Teak overmantels with bevelled mirrors, teak screens, Teak & silk lamp shades, Brass fender & fire brasses, Aluminium coal scuttle, Casement curtains, Teak flower stands, Tantalus liquor stand, Dinner & dessert sets, Cutlery, Linen etc.

Brass & brass mounted bedsteads, Teak dressing tables with bevelled mirror, Teak double & single wardrobes with bevelled mirrors, Teak marble top washstand with tile back, Toilet crockery, Chests of drawers, Shaving mirrors, Teak writing desk, Carpets etc.

Bathroom, Pantry & Kitchen Requisites

Also

Fine Tientsin Carpet in good condition

and

One Lawn Mower & Garden Utensils

One Tennis Net & Posts

One Lot Boundary Netting

Two Rustic Garden Seats

A Large Quantity of plants in pots & flower stands.

On view from Tuesday, the 29th. inst.

Catalogue will be issued.

Terms: Cash on delivery

LAMMERT BROS.,  
Auctioneers.

**THEATRE ROYAL.**

LAST FEW NIGHTS

OF

**W. BANVARD'S**  
**LONDON MUSICAL COMEDY CO., 1921**

assisted by the

**LONDON BEAUTY CHORUS**

In the latest

**LONDON & NEW YORK SUCCESSES.**

TO-NIGHT at 9.15 p.m.	A bright musical show "HAREM BELLES"
Thursday Mar. 24th	"PEACHES & CREAM"
Friday Mar. 25th	"GIRLS & GIGGLES"
Sat. Mar. 26th Matinee & 9.15 p.m.	Farewell Performance GRAND VAUDEVILLE SHOW

PLANS NOW OPEN AT MOUTRIE'S  
Plan will be open from 5.15 to 7.30 p.m. at the  
HONGKONG HOTEL COUNTER.

**THEATRE ROYAL.****ST. PAULS GIRL'S SCHOOL**

present

**"UNCLE KIN"**

A Chinese Melodrama in 3 Acts: (specially written)

in aid of the

**North China Famine Relief Fund.**

Under the distinguished patronage

of

Lady Stubbs, Lady Kirkpatrick and  
Mrs. Bowden Smith.

On Wednesday March 30th 1921

at 9.15 p.m.

Box Plans open at Moutrie's on 26th March at 9.00 a.m.  
Prices: Dress Circle & Stalls \$3.00. Pit \$2.00.  
Advance tickets can be obtained at St. Paul's Girls School,  
47, Caine Road, which must be exchanged for reserved  
seat Tickets at Moutrie's on 26th March 1921 at 9.00 a.m.

**BOSTOCK'S**  
**ROYAL ITALIAN CIRCUS**  
**AT KOWLOON (NEXT POST OFFICE.)**

**GIGANTIC & GORGEOUS**

—DISPLAY OF TALENT.

FOR A SHORT SEASON ONLY.

Daily at 9.15 p.m.

Matinees:—Wednesdays, Saturdays & Sundays at 5 p.m.

NEW ACTS

NEW ARTISTS

NEW ANIMALS

NEW PROGRAMME OF 20 NUMBERS

THE GREATEST SHOW BOSTOCK'S HAVE EVER BROUGHT TO THE ORIENT.

Be Wise, Book Now at MOUTRIE'S.

Prices: - - - \$3, \$2, \$1 & 50 cents.

**HONGKONG FIRE INSURANCE COMPANY LIMITED.****NOTICE TO SHAREHOLDERS.**

The Fifty-second Ordinary Meeting of Shareholders will be held at the Offices of the undersigned at Noon on Wednesday the 30th instant.

The Transfer Books of the Company will be closed from the 16th to the 30th instant, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE MATHESON & CO., LTD.

General Managers,  
Hongkong Fire Insurance Co.,  
Limited.

Hongkong, 10th March, 1921.

**HONGKONG BOXING ASSOCIATION**

Next Tournament.

MING YUEN GARDENS,

THURSDAY, 24th March.

Main Event

Immediately after the Interval

Welterweight Championship.

"Sky" Kerrison v. Seaman

(Holder)

Codlings

(Runner up Fleet

champion 1920)

Booking Moutrie's, MONDAY

21st Members only (on production

current membership cards).

TUESDAY TO THURSDAY,

22nd to 24th

General Public.

Special Trams will be run.

**NEW ADVERTISEMENTS.****CONSIGNEES.****NOTICE TO CONSIGNEES.****"BEN" LINE OF STEAMERS**

From ANTWERP, MIDDLESBRO,

LONDON and STRAITS.

The Steamship

"BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 6th April, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON

& CO. LTD.

Agents.

Hongkong, 23rd March, 1921.

**NOTICE TO CONSIGNEES.****"GLEN" LINE OF STEAMERS LIMITED.**

From UNITED KINGDOM,  
COLOMBO & STRAITS.

The Steamship

"PEMBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th inst., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 29th instant at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON

& CO., LTD.,

Agents.

Hongkong, 22nd March, 1921.

St. John's  
Cathedral

ORATORIO

Good Friday  
at 9.15 P.M.

**WANTED.**

**WANTED.**—Energetic man, experienced in interpretation, translation, correspondence and other clerical work seeks employment. Kindly write to Chan Pui, 1st Floor, 15 Staunton Street.

**WANTED.**—Wireless operator desiring to go to Europe can get free passage in exchange for duties as operator on board steamer proceeding home via Australia. Apply Box 528 c/o "Hongkong Telegraph."

**WANTED.**—Britisher desires one or two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

**TO BE LET.**

**TO LET.**—Commodious office in Alexandra Buildings, immediate possession. Apply to Linstead & Davis, Alex. Buildings.

**LOST.**

**LOST.**—On Star Ferry, leaving Hongkong at 3.15 p.m. on Sunday, a Kodak camera. Apply to A. Boysen, Netherlands Trading Society.

**FOR SALE.****MILNER'S SAFES**

APPLY TO

LAMMERT BROS.

Duddell Street.

**FOR SALE.**

One Hornsby—Aekroyd Oil Engine—3½ Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at:

GUN CLUB HILL BARRACKS

KOWLOON.

Apply to the undersigned.

LAMMERT BROS.

**NOTICE TO CONSIGNEES.****OSAKA SHOSEN KAISHA.**

From YOKOHAMA, OSAKA  
via DAIREN.

THE Company's Steamship

"SHUNKO MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 29th inst., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 23rd March, 1921.

**BLUNDELL, SPENCE & CO., LTD.**

WHITE ZINC, WHITE LEAD & COLOURED PAINTS & OILS ARE DESERVEDLY FAMOUS.

ANTI-FOULING & ANTI-CORROSIVE SHIPS' PAINTS.

ARE OF PROVED SUPERIORITY

OFFICE:—

QUEEN'S BUILDINGS.

TEL. No 672.

Represented by

**THE ANGLO-CHINESE ENGINEERS' ASSOCIATION LTD.**

(A.C.E.A.L. REISS & CO.)

REISS BROS. LTD.

SHOW ROOMS:—

No. 15 & 16 CORNAUGHT RD.,

TEL. No 1000.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"NINGCHOW" 5th Apr. London, Amsterdam & Antwerp  
 "ATREUS" 13th Apr. London, Amsterdam & Antwerp  
 "ELPENOR" 26th Apr. London, Rotterdam & Hamburg  
 "PYRRHUS" 3rd May London, Amsterdam & Antwerp  
 "DEMODOCUS" 17th May London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TELAMON" 22nd Mar. Havre & Liverpool  
 "KT. OF THE GARTER" 30th Mar. Genoa, M'les, L'pool & G'gow  
 "IDOMENEUS" 13th Apr. Havre & Liverpool  
 "AJAX" 19th Apr. Genoa, M'les, L'pool & G'gow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 13th Apr. } Victoria, Seattle & Vancouver  
 "PROTESILAUS" 4th May }  
 "TEUCER" 25th May }

## NEW YORK SERVICE

(via Suez or Panama)

"LAERTES" 27th March via Suez  
 "HOMEWARD PASSENGER SERVICE"  
 "IDOMENEUS" 13th April for Liverpool  
 "PYRRHUS" 3rd May for London  
 "ANCHISES" 21st June for London  
 "TEIRESIAS" 7th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
LIMITED.

From UNITED KINGDOM,  
 GENOA, PORT SAID,  
 COLOMBO & STRAITS.

The Steamship  
 "CARNARVONSHIRE"

having arrived from the above  
 Ports, Consignees of cargo by her  
 are hereby informed that all  
 goods are being landed at their  
 risk into the hazardous and/or  
 extra hazardous Godowns of The  
 Hongkong & Kowloon Wharf  
 & Godown Company, Limited,  
 whence, and/or from the wharves,  
 delivery may be obtained.

Goods not cleared by the 25th  
 Mar., 1921, at 5 p.m. will be  
 subject to rent.

All broken, chafed and damaged  
 packages are to be left in the Go-  
 down where they will be exam-  
 ined by Messrs. Goddard & Douglas,  
 on 25th March, 1921 at 10 a.m.  
 Claims against the steamer must  
 be presented within 30 days of  
 arrival otherwise they will not  
 be recognized.

No Fire insurance will be  
 effected by us in any case what-  
 ever.

Bills of Lading will be counter-  
 signed by.

JARDINE, MATHESON & CO.,  
 LTD.  
 Agents.  
 Hongkong, 18th March, 1921.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## CHINA MAIL S.S. CO., LTD.

From SAN FRANCISCO,  
 HONOLULU, JAPAN PORTS  
 & SHANGHAI.

The Steamship  
 "NANKING"

Having arrived from the above  
 mentioned ports, consignees of  
 cargo by her are hereby notified  
 to send in their Bills of  
 Lading duly endorsed for counter-  
 signature and take immediate  
 delivery from alongside the  
 steamer and/or the Hongkong &  
 Kowloon Wharf and Godown  
 Co's hazardous and/or extra-haz-  
 ardous Godown where all the  
 cargo impeding discharge will be  
 landed at consignees risk.

Goods not cleared by 26th  
 March, 1921, will be subject to  
 rent.

All broken, chafed and damaged  
 packages, are to be left in the Go-  
 down where they will be exam-  
 ined on Saturday, March  
 26th, 1921 at 10 a.m.

No claims will be admitted  
 after the goods have left the  
 steamer and/or godown.

All claims must be presented  
 within four weeks of the ship's  
 arrival, otherwise they will not  
 be recognized.

No Fire Insurance whatsoever  
 will be effected.

C. T. SURRIDGE,  
 Acting Agent.  
 Prince's Building, Ground  
 Floor.  
 Hongkong, 20th March, 1920.

W. S. BAILEY  
& CO., LTD.,ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.HARBOUR REPAIRS  
Call Flag "L"

Sole Agents for  
 "KELVIN MOTORS."  
 Motors from 12 H.P. to  
 50 H.P. now in stock  
 also spare parts.

Works ... Tel. K.21.  
 Manager ... K.329.  
 Secretary ... K.369.  
 Harbour Engineer ... K.28.  
 Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.  
 THE Company's Steamship

"NAGATO MARU,"  
 having arrived from the above  
 ports Consignees of Cargo are  
 hereby informed that their goods  
 are being landed and placed at  
 their risk in the Hongkong &  
 Kowloon Wharf & Godown Com-  
 pany's Godowns at Kowloon,  
 where each consignment will be  
 sorted out mark by mark and de-  
 livery can be obtained as soon as  
 the goods are landed.

Optional Goods will be carried  
 on unless instructions are given  
 to the contrary before Noon, To-  
 day.

Goods not cleared by the 29th  
 March, 1921, will be subject to  
 rent.

Damaged packages must be left  
 in the Godowns for examination  
 by the Consignee's and the Co's  
 representatives at an appointed  
 hour on Tuesday & Friday. All  
 claims must be presented within  
 ten days of the steamer's arrival  
 here, after which date they cannot  
 be recognised. No claims will be  
 admitted after the goods have left  
 the Godowns.

NIPPON YUSEN KAISHA,  
 Agents.  
 Hongkong, 22nd March, 1921.

## THE EAST ASIATIC CO., LTD.

## NOTICE TO CONSIGNEES.

From SCANDINAVIA.  
 The Motorship

## "INDIEN"

having arrived from the above  
 ports on the 20th March 1921,  
 consignees of cargo by her are  
 hereby informed that all goods  
 are being landed at their risk into  
 the hazardous and/or extra-haz-  
 ardous Godowns of the Hong-  
 kong & Kowloon Wharf &  
 Godown Co., Ltd., whence, and/or  
 from the wharves, delivery may  
 be obtained.

Goods not cleared by the 28th  
 March, 1921, will be subject to  
 rent.

All broken, chafed, and damag-  
 ed packages are to be left in the  
 godowns where they will be ex-  
 amined on the 24th March, 1921,  
 at 10 a.m.

Claims against the steamer  
 must be presented within 10 days  
 of arrival, otherwise they will  
 not be recognised.

No Fire Insurance will be  
 effected by us in any case what-  
 ever.

Bills of Lading will be counter-  
 signed by.  
 MESSRS. THORESEN & CO.,  
 Agents.  
 Hongkong, 21st March, 1921.

ROYAL HONGKONG GOLF  
CLUB.

## EASTER HOLIDAYS.

A Bogey Pool Competition for  
 Men will run throughout the  
 holidays, March 25th, 26th, 27th  
 and 28th, 18 holes on Old Course,  
 Fanling, Club handicaps. Any  
 number of cards may be taken  
 out at 50 cents each.

A Tombstone Competition for  
 Men on Old Course, Fanling, will  
 be held on Sunday morning, 27th  
 March. No start after 12 noon.  
 Entrance Fee \$1.00 each player.

A Mixed Foursomes Competi-  
 tion 18 holes on Old Course,  
 Fanling, will be held on Monday  
 afternoon, 28th March. Competi-  
 tors arrange their own partners,  
 Medal Play, Half combined Club  
 Handicaps. Men's tees to be  
 used. Ladies to drive from 1st  
 tee. Post entries. Entrance Fee  
 \$1.00 each player.

A Ladies' Bogey Pool Com-  
 petition will run throughout the  
 holidays, March 25th, 26th, 27th  
 and 28th, 18 holes on New Course,  
 Fanling, Ladies' tees to be used.  
 Club Handicaps. Any number of  
 cards may be taken out at 50  
 cents each.

## MISS G. SMEATON

Receives Girl Boarders

for Education at Dollar

Academy. Personal Super-

vision and tuition.

Woodville, Dollar, Scot-

land.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

The Steamship

"EGREMONT CASTLE"

From NEW YORK.

Consignees of Cargo are hereby  
 informed that all goods are  
 being landed at their risk into the  
 Godowns of the Hongkong and  
 Kowloon Wharf and Godown  
 Company, Ltd., at Kowloon,  
 whence and/or from the wharves  
 delivery may be obtained.

Optional Cargo will be forward-  
 ed unless notice to the contrary  
 be given before 19th March.

No claims will be admitted  
 after the Goods have left the Go-  
 down, and all Goods remaining  
 undelivered after the 25th inst.  
 will be subject to rent.

All claims against the steamer  
 must be presented to the Under-  
 signed on or before the 4th prox.  
 or they will not be recognized.

All broken, chafed, and damag-  
 ed Goods are to be left in the  
 Godowns, where they will be ex-  
 amined on the 24th inst. at 10 a.m.  
 by Goddard & Douglas.

No Fire Insurance has been  
 effected.

Bills of Lading will be counter-  
 signed by

DODWELL & CO., LTD.  
 Agents.

## NOTICE.

In aid of Dr. Barnardo's Homes,  
 a small Sale will be held on  
 FRIDAY, April 1st, at the Helena  
 May Institute.

Contributions towards the sale  
 of needlework or of saleable  
 articles of any description, will be  
 gratefully received at the Institute  
 by Mrs. H. E. Pollock

## SOCIETE DU

## "GRAND HOTEL DE PEKIN"

SOCIETE ANONYME FRANCAISE  
 AU CAPITAL DE \$700,000.

ISSUE OF 10,000 DEBENTURES  
 OF \$100.-EACH

Bearing Interest at the Rate of 8%  
 To be redeemed by twenty  
 annual drawings the first  
 one to take place in 1922.

SECURITY.—The total amount  
 of assets of the Company under  
 reserve of preferential rights  
 recognized to the series of 2,000,  
 debentures of Frs 500. each,  
 issued on 1st July 1919, redemp-  
 tion of which is to take place on  
 December 1922 and may, from  
 now, be claimed by holders of  
 debentures from the Banque  
 Industrielle de Chine, in Peking,  
 where funds have been constituted  
 to that effect.

PRICE OF ISSUE.—At Par: but  
 The first coupon of interest of  
 \$4.—being payable on the 30th  
 of June represents a premium of 2%

SUBSCRIPTION LIST OPENED  
 FROM THE 1st TO THE 15th OF  
 APRIL IN ALL THE BRANCHES  
 OF THE BANQUE INDUSTRIELLE  
 DE CHINE IN CHINA.

THE HONGKONG LAND  
INVESTMENT & AGENCY  
CO., LTD.

## NOTICE.

During my absence and until  
 further notice Mr. Leslie Selbe  
 Greenhill has been appointed act-  
 ing Secretary.

By Order of the Board of  
 Directors.

MOWBRAY S. NORTHCOTE  
 Secretary.  
 Hongkong, 18th March, 1921.

THE HONGKONG CANTON &  
MACAO STEAMBOAT  
CO., LTD.

## NOTICE.

During my absence from the  
 Colony and until further notice  
 Mr. George Ernest Ellams, has  
 been appointed acting Secretary.  
 By Order of the Board of  
 Directors.

JOHN ARNOLD,  
 Secretary,  
 Hongkong, 19th March 1921.

THE HONGKONG & WHAMPOA  
DOCK COMPANY LIMITED.

Notice is hereby given that the  
 Ordinary Yearly Meeting of  
 Shareholders will be held in the  
 office of the Company, 2 Queen's  
 Buildings, Hongkong, on Tuesday  
 29th. March 1921 at noon for con-  
 sideration of the Directors' Re-  
 port and Statement of Accounts  
 for the year ending 31st. Decem-  
 ber 1920.

The Share Register and Trans-  
 fer Books will be closed from the  
 19th. to the 29th. March 1921  
 (both days inclusive).

By Order of the Board of  
 Directors.

R. M. DYER,  
 Chief Manager.  
 Hongkong 7th. March, 1921.

## NOTICE.

NOTICE is hereby given the  
 public that the undersigned, Mr.  
 Roy C. Burdin has severed his  
 connection with Thomas W.  
 Simmons & Company as of  
 March 15th 1921 and as Manag-  
 ing Director of this Company is  
 authorised and has full power to  
 sign for and on behalf of our  
 Company.

THOS. W. SIMMONS &  
 CO., LTD.  
 By ROY C. BURDIN  
 Managing Director.

## BANK HOLIDAYS.

In accordance with Ordinance  
 No. 5 of 1912, the EXCHANGE  
 BANKS will be closed for the  
 transaction of PUBLIC BUSIN-  
 ESS on FRIDAY, SATURDAY  
 & MONDAY, the 25th, 26th and  
 28th March, 1921.

Hongkong, 21st March, 1921.

## WAR MEMORIAL.

## SUBSCRIPTION LIST.

For the erection by Public  
 Subscription, of a building to be  
 run on Y. M. C. A. lines, to be  
 called the "War Memorial  
 Institute" and to be managed for  
 the joint use of the Navy, the  
 Army and Civilians by a Joint  
 Board of Directors.

A portion of the sum raised will  
 be devoted to the erection of a per-  
 manent stone memorial which  
 will be put in hand at an early  
 date.

Lists may be found at:—  
 Messrs. Lane Crawford  
 Messrs. Kelly & Walsh  
 Messrs. Moutrie  
 Messrs. Wm. Powell Ltd.  
 The Hongkong Club  
 The Hongkong Cricket Club  
 The Club Lusitano  
 The Engineers' Institute  
 The Victoria Recreation Club  
 The Kowloon Cricket Club  
 The Kowloon Bowling Club  
 The Peak Club  
 The Club de Recreio  
 The Craigengower Club

M. J. BREEN,  
 Hon. Secretary War Memorial  
 Committee.

## NOTICE.

THE CHINA PROVIDENT LOAN  
& MORTGAGE CO. LTD.

The Twenty-Fourth Ordinary  
 Annual Meeting of Shareholders  
 in the Company will be held at  
 the Offices of the Company, St.  
 George's Building, No. 6 Con-  
 naught Road, on Thursday the  
 24th March 1921, at 11 o'clock a.m.  
 for the purpose of receiving a  
 Statement of Accounts and the  
 Report of the General Managers  
 for the year ending 31st Decem-  
 ber 1920, and electing a Consult-  
 ing Committee and Auditors.

The Transfer Books of the Com-  
 pany will be closed from Thursday  
 the 17th March 1921 until Thurs-  
 day the 24th March 1921, both  
 days inclusive.

SHEWAN TOMES & CO.,  
 General Managers.

## NOTICE.

The Offices and Stations of the  
 Chinese Maritime Customs for  
 Kowloon and District will be  
 closed to public business on Fri-  
 day and Saturday, the 25th and  
 26th instant.

W. G. LAY,  
 Commissioner of Chinese  
 Customs,  
 Kowloon and District,  
 York Buildings,  
 Hongkong, 21st March, 1921.

STOCK EXCHANGE  
COMBINE.

## A Study in Unreal Values.

There is a conflict of opinion  
 between the Stock Exchanges and  
 the Security Exchange Offices in  
 Tokyo and Osaka regarding the  
 problem of their amalgamation  
 following the reform of the present  
 Exchange Acts, and it seems that  
 the Government has decided to  
 abstain from introducing any Bill  
 in the present session of the Diet.  
 The *Jiji* learns from a rumour  
 now in circulation that the Osaka  
 Security Exchange Office insists  
 that every one new share (Y12.50)  
 of the Osaka Stock Exchange be  
 exchanged for every two and a  
 half shares (Y12.50). On the  
 other hand, the Stock Exchange  
 persists that its new shares be  
 allocated to the shareholders of  
 the other party at the rate of one  
 to five. In this connection,  
 the *Jiji* holds the opinion that  
 with the current prices as a  
 standard the proportion of one  
 share of the "future" market to  
 three shares of the spot market  
 might be considered as being fair,  
 but that the shares of the spot  
 market are inclined to have been  
 forced up even higher than their  
 substantial value, as may be ex-  
 pected from the smallness of its  
 capital. To obtain approval of  
 the Stock Exchange to such terms  
 will therefore be found very  
 difficult. But the present problem,  
 unlike that of the combination of  
 ordinary business concerns, is not  
 in its nature to be solved from a  
 simply calculative point of view,  
 and there is a crop of complica-  
 tions through political con-  
 nections. In view of this, the *Jiji*  
 adds that thanks to the good  
 offices of the authorities the con-  
 tending parties may find an un-  
 expected common ground.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-  
GRAPH COMPANY, LTD.

The following Unclaimed Tele-  
 grams are lying here:—

Augustus from Shanghai.

Jardine & Co. from Shanghai.

Radeoff Russian Opera Theatre  
 Fedoroff, from Vladivostok.

Iwata Passenger. Samaran  
 Maru c/o Dodwell, from Tokyo.

Eiyo Saika c/o Imafuma Co.,  
 from Tokushima.

Manwoelung, from Osaka.

Yeeling Hotel c/o Changmow-  
 ching, from Shanghai.

Liangsuekai c/o Compradore  
 Russian Bank, from Shanghai.

Hongmangsheng Shunchengfu,  
 from Amoy.

Yuenbing, from Shanghai.

Chan Leung Chow c/o Heung-  
 shan Kiu-shung Club Pottinger  
 Street, from Shanghai.

Telegraph Office, (2) (Acc.  
 Omitted), from Peking.

Hongpicking, from Shanghai.

3563, from Shanghai.

Kaidah, from Amoy.

Meowahing, from Shanghai.

Enghong, from Amoy.

TH. KRING,  
 Superintendent.

Hongkong, March 17, 1921.

EASTERN EXTENSION AUSTRAL-  
ASIA & CHINA TELEGRAPH CO.

Ismaikhani Marine Police  
 Number 41, from Penang.

Keeler Main Cable Office,  
 from Hotel Ormond Ormond-  
 beach.

Lasell, from Wittevillemass.

Purchase, from San Francisco.

Racine, from Haiphong.

Remedy, from Macao.

M. E. F. ABBEY,  
 Superintendent.

Hongkong, March 17, 1921.

## FRECKLES AND HIS FRIENDS

## Geographies Should Be Accurate

## BY-BLOSSER.



## SPARKLING MINERAL WATER.

## PYERIS

An exact production of the water of a famous European Spa—Blends perfectly with Wines and Spirits—especially Whisky.

"A little learning is a dangerous thing,  
Drink deep, or touch not the Pyerian Spring.  
There, shallow draughts intoxicate the brain,  
and drinking deeply sobers us again."

POPE.

## A. S. WATSON &amp; CO., LTD.

AERATED WATER MANUFACTURERS.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.  
Office address: 11, Ice House Street.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 23, 1921.

## THE NEW ARMY.

Last week we had a few words to say upon the Army viewed chiefly from the financial standpoint in the light of the Estimates for the ensuing year. An address delivered by Mr. Winston Churchill to his colleagues of the War Office on his taking a formal adieu of them by reason of transfer to the Colonial Office offers occasion for some remarks upon the organisation of the post-war Army. Mr. Churchill's address makes it clear, in spite of an allusion to a possible restriction of forces at some unknown date, that his policy at the War Office has been to reconstruct the Army practically as if no "war to end war" had ever been waged. The position is lamentable—lamentable, that is, after all the hopes that have been raised in the direction of universal amity. As things are, Mr. Churchill could plead not only plenty of need, but a superabundance of it. Besides the army of occupation on the Rhine, there are the armies in Ireland, Mesopotamia, and sundry minor theatres, to say nothing of the danger of reducing armaments pending a general agreement. The Army presents itself, therefore, as a force essential for the present.

Dealing with the question of basing the new military organisation upon mechanical developments or scientific discovery, Mr. Churchill intimated that considerable attention had been paid to these matters, especially in regard to research, but, as troops were required in several areas without delay, there was little time for experimenting with "very speculative theories." It would be interesting to know just what the reference to mechanical and chemical developments signifies. The mechanical appliances may denote contrivances such as tanks—which some high officers say have become a "wash-out"—or they may refer to improvements in weapons. As to the chemical developments, are poisonous liquids, of which we have heard lately, not to mention poisonous gases, of the effects of which the world has seen only too much, really to be added to the horrors of warfare? Regarding the composition of the Army itself, apparently the plan Mr. Churchill had in view was to provide in the Estimates for a maximum strength of some 340,000—a decidedly larger number than the pre-war strength—but not to force recruiting while it remains to be seen how far reserves can be obtained in the form of the Territorial Army.

The war, of course, upset all the old Territorial establishment as a separate entity, "terriers" being transferred or attached wholesale to Army battalions, so that the distinctive character of the force was lost in the exigencies of war. All the "amateur" members had served their prescribed four years by the time the war ended, and those drafted to Territorial battalions during the war were serving on a "duration" basis, hence it has been necessary to begin all over again. Until the last few months the response had been very moderate. This is not altogether surprising in regard to those who served in the war, though one would have thought that a considerable number of the younger men would have been agreeable to maintaining associations, especially as Service men are exempt from a large proportion of drills. The section from which a substantial quota of recruits might reasonably be expected is the new youth who were rather too young to "do a bit" in the war. Mr. Churchill thinks that the corner has now been turned in regard to Territorial recruiting. The reorganisation of the Special Reserve—successors to the old-time Militia—is being deferred for the present. With respect to conditions of Army service, pay has been increased very largely, one might say enormously, and although a lot of this is consumed by high costs, it is proposed to maintain the scale when costs go down, which will be welcome news to Tommy, if not to the taxpayer. An up-to-date educational system is to be instituted. There were Army schools before the war, but they did not go a great way beyond the three R's. The new educational system will place the soldier, as far as possible, on a level with the civilian in this respect, so that he shall not be handicapped when leaving the Colours. During the campaign old Regulars were wont to shake their heads and predict that "the Army will never be like it was before the war." Let us trust that it will differ for the better.

## NOTES &amp; COMMENTS.

## Kowloon's Clock.

Kowloon now has its public clock and, according to the full description of it which we published yesterday, it is a clock of which the folk on the Peninsula can well be proud. At the moment there is still the bamboo structure hiding the face of it from the harbour but it should be a few days only ere this is removed and the travelling public given the benefit of its accurate timing. The joke about "Dead-Eyed Dick" is now made a thing of the past and the station tower given its intended significance. We have heard nothing but pleasure expressed regarding the deep-noted bell which marks the passing of the hours, and, as one Kowloon resident was heard to remark on the ferry, it makes one think one is living in an English town. Kowloon has been well to the fore in the news of this week, what with the Hotel scheme and the completion of its new time-piece. And Kowloon is going to be much more in the picture yet. There's the Dairy Farm big building to be erected, whilst rumour has it that the Hongkong and Shanghai Banking Corporation intend building a branch office on the peninsula in the fairly near future. The question has often been raised as to whether Kowloon will eventually oust Hongkong as the commercial centre of the Colony, and that query is given an added insistence by happenings as those chronicled above. If the British authorities could only get our Chinese friends to link up the railway systems from Canton to Hankow, then there would unquestionably be something well worth talking about regarding Kowloon's future importance. But, as in most matters Chinese, it is a case of waiting.

## Youthful Vandalism.

Whilst speaking about Kowloon affairs one can be forgiven a reference to the beautiful display of gorgeous scarlet blossom that is promised by the big trees on some of the roads. During the past few days they have been bursting out into fat bud and in Peking Road there is one old veteran so well ahead of the others as to be already a blaze of colour. But there is a danger that some trees in Nathan Road will never be given a chance to blossom fully at all. There must be something about young tree shoots peculiarly attractive to boys, for with stones and sticks and anything that comes to hand groups of urchins (white as well as native) have been seen pelting away at the bows and making a scramble for the long red shoots as they shower down. Only yesterday afternoon there was a merry game of this kind in progress and no-one seemed to care. An Indian constable was unconcernedly gazing into Hung Cheong's window, while not thirty paces off the promise of a beautiful floral display was being ruined. This thoughtless spoliation should be put a stop to. The boys are only the victims of their natural greediness and we don't ask for punitive measures or police court frightenings. But it is reasonable to ask for the better protection of Kowloon's natural adornment. Nathan Road is one of the prides of the people of the peninsula and they ought to have the beauties of it safeguarded.

## A Fine Record.

Freemasonry in Hongkong can boast of an existence spreading over a period of three-quarters of a century, for it was on March 21st, 1846, that the warrant creating Zetland Lodge was signed. Circumstances have operated against a fitting celebration of such a noteworthy anniversary, but it is gratifying to learn that there are prospects of a big Masonic Ball in the coming autumn. The address delivered by the Worshipful Master of Zetland Lodge on Monday night showed how, in the early days of the Colony, great difficulties were experienced in working the craft, but those have long since been overcome, until to-day Masonry has a big hold in Hongkong and was never more flourishing than it now is. Its adherents are to be found in all sections of the community, and its high principles are making for a spirit of brotherhood which ought to be encouraged by every possible means. We offer our felicitations to our Masonic friends on the record which the craft has attained locally, and join with them in the hope that they may have many more years of useful existence.

## DAY BY DAY.

WHEN YOU HAVE ANYTHING TO COMMUNICATE THAT WILL DISTRESS THE HEART OF THE PERSON WHOM IT CONCERNS, BE SILENT, IN ORDER THAT HE MAY HEAR FROM SOME ONE ELSE.—Saadi.

Mr. and Mrs. W. A. Hannibal and Mr. T. B. Ramsey were passengers leaving by the s.s. Colombia to-day.

Three cases of cerebro-spinal fever (one fatal) and two occurrences of small-pox were notified yesterday. All were Chinese.

Amongst the passengers who left by the Empress of Japan yesterday were Mr. and Mrs. J. Dalziel, Mr. T. B. Forrest, Mr. J.D. Humphreys and Mr. Donald Neilson.

"A True Wiltshire Man."—No useful purpose would be served by publishing your letter. We have, however (without in any way disclosing your identity) forwarded the nature of your complaint to the proper quarters.

The Chinese Catholic community are holding an "At Home" at "Spring Villa," 13 Macdonnell Road, on Sunday afternoon in honour of His Grace the Archbishop of Pondicherry and the Bishops now visiting the Colony.

No fresh development is reported in the strike of native printers. The talk of co-operative shop contemplated by their Guild as a counter-measure against a number of the employers who have refused to grant the eight-hours day, is, according to the latest information, not yet organised.

The Banvard Musical Comedy Company gave another of their entertaining displays at the Theatre Royal last night, when an original revue, "Plums for Picking," was presented. As usual, the singing and dancing were excellent. This evening "Harem Belles" will be staged.

The Hon. Colonial Secretary forwards us printed details relating to the issue of a Memorial Plaque and Scroll to the next-of-kin members of the Mercantile Marine who lost their lives through enemy actions. All applications should be made in the first instance through the Colonial Secretariat, Hongkong.

A quiet wedding was solemnised in Macao last week, when Miss Grace Sun, daughter of Dr. Sun Yat-sen was married to Dr. Tai, a returned student from America. Besides the parents of the bride, only a few intimate friends attended the wedding. Dr. and Mrs. Tai are spending their honeymoon in Canton.

Three Chinese living at Circular Pathway yesterday co-operated in the concoction of what they thought would be a digestive meal. The recipe consisted of fowl's legs, groundnuts and some species of medicinal herbs which were thought to possess digestive properties. It turned out that after having consumed this delicious tit-bit, intestinal troubles set in, and in a panic each and every one of them had to go to Hospital. On medical examination it was ascertained that they were suffering from poison effects engendered in the course of their digestion of the herbs in question.

The South China Athletic Association's sports will be held on Friday, the 25th, at the Racecourse, the first race to start at 11 a.m. Trams will run to the course early in the morning. The Hon. Mr. P.H. Holyoak has kindly offered a first prize of \$25.00 worth (a beautiful silver cup) for the 220 Yds. Flat Race (open Championship of the Colony), whilst Mr. R.J. Wilton, of the Hongkong Tramway Company, has also kindly contributed \$20 to the Prize Fund. It is expected that all the contests will be very keen and interesting, especially the 220 Yds. Flat Race (open Championship) which will undoubtedly draw a good number of entries.

JOURNALIST SOLDIERS.  
At the London Press Club Lord Burnham unveiled a memorial to eighteen members of the club and two members of the staff who fell in the war.

## SHANGHAI OLYMPIAD.

## The Open International Meet.

Interest in the Far Eastern Games is becoming cumulative. It began with gentle hints from the Philippines, Japan, and a few interested spirits in China. It has grown until it is now a well organised, steadily developing institution. Committees in each of these countries are seriously at work drawing together all of the available athletic material that the Far East can produce. So that at the time of the Games in May there will be assembled in Shanghai some 300 odd Orientals striving for Far Eastern honours. Simultaneously with the growth of Far Eastern organisation and interest, there has grown up in Shanghai and in China a cumulative interest in the Open International Games. The idea of these games is that not only nationals of Far Eastern countries may have a chance to compete, as in the Far Eastern Games, but that all athletes from any part of the world may, in a manner similar to the World Olympic Championships, strive in open competition. Therefore simultaneously with the Far Eastern Championships, the Open International Games will be held in Shanghai in May and June. If there is to be a group spirit developed in the Open International Games, as well as giving an individual a chance to compete, it will be necessary for some geographical distribution to be made. Naturally there will be few foreigners coming from Japan and the Philippines to take part, and the great majority will come from China. If, therefore, the Open International Contests should be conducted on the same basis as the Far Eastern, China would have a preponderance of entries and athletic ability. Therefore, to avoid this, the Contest Committee are of the opinion that the Open International Competition should be as follows:—

Before the Open International Games foreigners and Japanese from Japan might group together. Similarly in regard to the Philippines; while in China the divisions should be based on the proposed national athletic organization for this country. Therefore in addition to the two groups from Japan and the Philippines, foreigners and Chinese in China would be grouped as follows:—North China, East China, Central China, and South China. This does not provide, of course, for visiting groups, such as the Leland Stanford and University of California Base Ball Teams, provided they come, and supposing there would be athletes among them, nor does it provide for the American Fleet and the warships of other nations, provided they send representatives, but it does at least make the beginnings of a grouping, which ought at least to be satisfactory, and which ought to encourage group competition.

In the Games in 1915, there was an entry list in the Open International of 133 different athletes. If expectations are fulfilled, there is every reason to believe that we should have more than 200 this year. In order to provide for this large number of athletes, on the individual and group basis, the Contest Committee has drawn up the following list:—Track and field events: 100 yards, 220 yards, 440 yards, 880 yards, One mile run, 220 yards low hurdles, 120 yards high hurdles, running broad and running high jumps, pole vault and discus throw, 16-lb. hammer and 16-lb. shot, half mile and mile relay (teams of four each) and modified Marathon of eight to ten miles. Swimming: 50 yards, 100 yards, 440 yards, half mile, mile, 220 yards breast stroke, 100 yards back stroke, 200 yards relay (teams of four). Tennis: singles and doubles. Team events: base ball, basket ball, foot ball. This list should provide ample opportunity for all sizes and shapes of men the fast and the slow, the light and the heavy, the sprinters and the long distance men all have a chance. If local athletes want to know any more about these games, they should get in touch with Dr. J. H. Gray, Honorary Secretary of the Contest Committee, 20 Museum Road, Shanghai.

Handsome prizes and trophies will be offered, and all should have a rattling good time.

PAPAL APPOINTMENT.  
The Pope has appointed the Rev. Father August Gasparis, of the Paris Foreign Mission, Vicar of Northern Manchuria.

## SHANGHAI CHAMBER OF COMMERCE.

## The Annual Meeting.

(From Our Own Correspondent.)

Shanghai, March 22.  
At its annual meeting, the British Chamber of Commerce elected the Committee as follows:—Messrs. Arnold, Mackay, Stitt, Mackie, Gordon, Hutton, Lester, Scott, Sheppard, Wilson and Trenchard Davis. Mr. Gull was appointed Secretary.  
Mr. Burkill, the retiring Chairman, in a speech, announced that the Patent Office had adopted the Chamber's draft of the trade mark law which was now in the hands of a sub-committee and will go to diplomats in six weeks. He regarded it as an achievement in bringing the Chinese Government to the point it had now reached on the mint question. He congratulated the Chamber on the institution of an Appraising Department for the Customs. The proposed limitation of the validity transit passes was not going into force as a result of the Chamber's agitation in co-operation with the Legation. Mr. Burkill announced that they were appealing shortly to British firms to form a central fund for donations to develop British educational and medical work in China.

## AVIATION NOTES.

[By "Meteorite."]

The Peking Department of Aeronautics is shortly to be re-organized on broader lines to enable it to cope with the increasing importance which aviation is assuming in China. In its petition to the Cabinet the Department pointed out that their personnel was too few to enable it to handle the increased volume of work entailed by the inauguration of different air services. The petition was accordingly granted by the Cabinet, and the staff of the Department was increased.

With reference to the announcement which appeared in *The Handley Page Bulletin* on November 20th, regarding the use of the air mail to Paris on Fridays in order to overtake the ordinary Thursday evening mail for India, Egypt, and the Far East, and in some weeks Australia, the Postmaster-General points out that the air mail is of no advantage for packets for India, which can be posted in time for the ordinary mail on Thursday night, or for Australia in weeks when no ordinary mail for Australia via Suez is advertised. Packets for Egypt may, however, gain one or more days in delivery through use of the air mail, except on Wednesdays and Thursdays. Air mail packets for Egypt, Aden, and India, and places beyond, which are received too late for the Wednesday air mail to Paris, but in time for the ordinary Thursday mail, will be so included, in order to avoid risk of delay, unless specially marked for transmission by the Friday air mail. Air mail packets for Paris and Brussels and places beyond received too late for the air mail of any one day will be forwarded by the following ordinary mail when that gives a much earlier arrival than the next day's air mail unless the packets are specially marked for the air mail of the next day.

The taking over by the Civil Aviation Department of all the surplus to Service requirements, and five airships, including two surrendered Zeppelins, opens a new sphere of activity, according to the London press. It is intended to proceed immediately with experimental work to gain experience for the running of commercial airship services. "It is hoped," says the authority quoted, "that the surplus airships will, ultimately, be handed over on approved terms to private companies to operate, and that the knowledge and experience gained by the Department will be made available to any such companies."

Of immense significance as an indication of the trend of aeronautic activities in the United States are the following suggestions submitted to the Los Angeles Chamber of Commerce in response to request for information from the office of the Chief of Air Service through its Civil Affairs Division as to the best method of encouraging commercial aviation through the instituting of aerial competitions and the offering of prizes for performance records. The Los Angeles Chamber of Commerce, for the purpose of encouraging practical aeronautics in the State of California, offers a trophy to that individual, partnership or corporation who, during the year 1920, for a period of not less than one month, engaged in commercial aviation in a business way and as a result of their efforts directly or indirectly contributed to the advance of commerce and the economic wealth of the state.

## COMPRADORES SUED.

## Interesting Shipping Claim.

At the Summary Court this morning, Mr. Justice J. H. Wood heard a case in which Chan Cheong, of 165 Queen's Road Central, sued Li Cheung Tai, of 11 Victoria Street, managing director of the firm, for the return of \$400 paid on 24th December and \$100 paid on the 29th December, 1920, as part security in respect of his proposed employment as No. 1 in the interpreter and cook departments on board the s.s. Kugeric which, the defendant stated, was chartered to the Leun Sheung Company. At the time of the payment it was agreed that in the event of the boat not sailing the deposit should be returned within 10 days. In fact, the steamer was never taken over by the Leun Sheung Company and the plaintiff was therefore unable to take up the position for which the security was paid.

Mr. Crew (Messrs. Hastings and Hastings) represented the plaintiff and Mr. T. Rowan appeared for the defence.

Mr. Crew, outlining the case, said the facts were somewhat singular. The plaintiff was approached by the defendant, who informed him that he had obtained from a shipping company the sole right to supply persons to work in and manage the interpreter and food departments of the s.s. Kugeric. He offered to sell the right to supply the cooks and explained that the steamer was going to Havana and New Orleans, carrying 800 Chinese passengers who would pay 60 cents a day for meals. The amount the defendant required for the right was \$1,000, and the plaintiff agreeing paid \$400 on account on the 24th December and five days later another \$100, the remaining \$500 being provided by his uncle, Kwong Tat Sang, whom he had taken into partnership and who also brought an action for the amount provided by him. Later it was found that the ship, instead of going to Havana and New Orleans, proceeded to Singapore. Defendant had told the plaintiff that the Leun Sheung firm had a charter on the ship from Messrs. Nemaze, but this was found to be not the case. When the plaintiff saw him, he said that when the boat came back from Singapore, she would go to New Orleans with a cargo of Chinese coolies. The boat returned, and plaintiff again pressed to take the job. The defendant's explanation was that the Chinese New Year was near at hand and that it was impossible to find the cargo just then. At a matter of fact, Mr. Crew explained, the American regulations did not allow of the shipment of coolies to Havana. When the plaintiff heard that the boat was not going he demanded the return of his money. The defendant said he could not pay \$500 at once, but agreed to do so by instalments of \$100. After subsequent unsuccessful negotiations proceedings were commenced for the return of the money paid.

The plaintiff gave evidence bearing out Mr. Crew's statement. Judgment was given for plaintiff.

## VICEROY'S MILITARY SECRETARY.

It is stated that Lord Reading has appointed Major Crauford Stuart to be military secretary accompanying him to India. Major Crauford Stuart was Lord Reading's private secretary while he was Ambassador in the United States in 1918-19. Major Crauford Stuart has a distinguished army career. He commanded the Hood naval battalion in Gallipoli and served for several years with the 127th Baluchis.

## THE MERCURY GARAGE CO.

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES,  
CAREFUL DRIVERS.  
TELEPHONE: 977.

## YEE SANG FAT CO.

VARIETY  
in STYLE

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HATS

In creating the mode in fine millinery the diversity of faces—of personalities—is one of our constant considerations. Accordingly in spring hats, you will find just the model, just the particular hat, designed for your individuality.

Newest Spring Styles are  
Now Displayed.

HAND MADE { DRESSES  
FLOWERS

HIGH GRADE { SILK HOSIERY  
SILK GLOVES

BLACK BROWN  
OR WHITE { FOOTWEAR

Many New Goods at  
Best Prices.

THE STORE THAT ONLY SELLS THE  
BEST QUALITY GOODS.

YEE SANG FAT CO.

TELEPHONE 1355.

"What a splendid picture!"

"I have seldom enjoyed a film so much!"

"These First National folks certainly turn out some  
wonderful pictures!"

"I'm coming again to-morrow night!"

THESE WERE SOME OF THE MANY  
FAVOURABLE COMMENTS HEARD  
YESTERDAY EVENING AT THE  
CORONET AT THE CONCLUSION OF

"IN OLD KENTUCKY"

TO-NIGHT & TO-MORROW

ARE THE LAST NIGHTS.

DON'T MISS IT.

## LAWN TENNIS.

**H.K.C.C. Tournament.**  
Yesterday's results were as follows:—  
Open Championship Singles.—  
M. K. Lo beat S. A. Rumjahn, 6-2, 7-5, 6-2.  
Open Championship Doubles.—  
Comdr. A. K. Johnstone and Surg. Lieut. H. Morrison beat R. M. Henderson and R. C. Cromie, 7-5, 6-4, 6-0; Capt. Leslie Smith and J. S. Jennings beat J. R. Wood and G. R. Sayer, 6-3, 3-6, 8-6, 2-6, 6-1.  
Club Championship.—Major H. M. Edwards beat H. W. Sassoon, 6-3, 6-4, 3-8, 6-1; A. D. Humphreys beat D. J. Valentine, 6-8, 6-1, 6-5.  
Handicap Singles "B".—W. Cornaby beat R. K. Valentine, 6-4, 7-5; Wong Po Keung beat M. H. Lo, 4-6, 6-2, 6-1, 6-0.

## RIFLE SHOOTING.

Owing to the absence of part of the Fleet and to other attractions, the match, H.K.V.D.C. versus "The Rest" is postponed. The H.K.V.D.C. have, however, received a challenge from a team representing the Royal Navy to shoot off a match at Stonecutters on Saturday April, 2nd, at 2 p.m., teams of 10 men to shoot, 8 best shots to count. This should prove a good match, as the Naval teams have some very good shots on the top line, given good weather, good shooting may be expected.

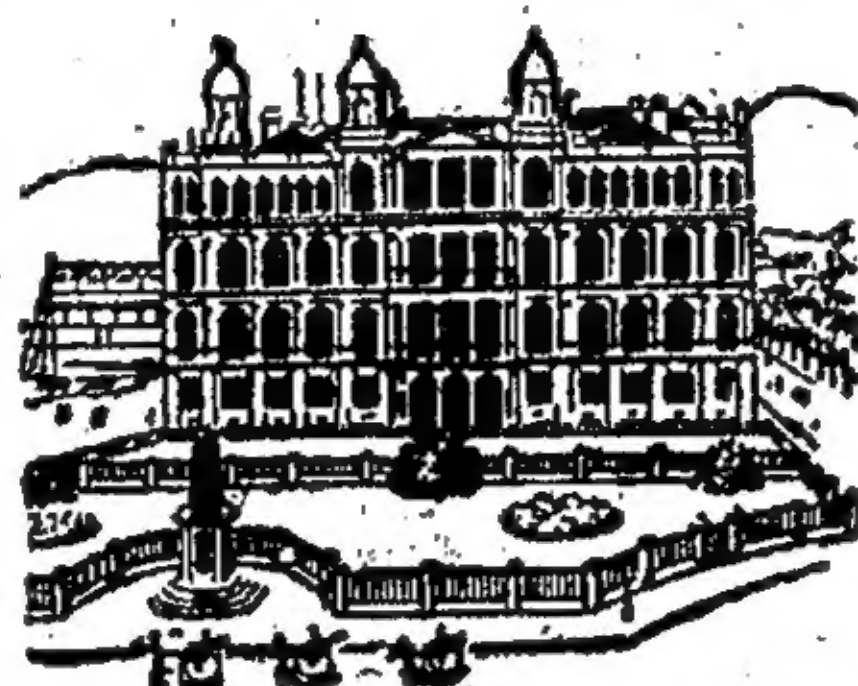
## CHURCH SERVICES.

The Wesleyan Church, Wanchai (opposite Royal Naval Hospital).—Good Friday, March 25th, Divine Service and Church Parade, 10.15 a.m. Subject: The Tragedy and Triumph of the Cross. Preacher: Rev. C. Clouston Porri, H.C.F. Tea and Church Meeting at 6 p.m. Easter Sunday, March 27th, Morning Service and Church Parade 10.15 a.m. Subject: "The Empty Cross and the Empty Tomb." Evening Service, 6 p.m. Subject: Easter "Christianity and other Religions, a Contrast." Afternoon Children Service, 3 p.m. Preacher: the Rev. C. Clouston Porri, H.C.F. The Sailors' and Soldiers' Home (Corner of Arsenal St.) Sunday, 8.15 p.m. Gospel Meeting and Tea. Wednesday, 8.15 p.m. Wesley Guild. Tuesday, 5 p.m., Parade 1st Wanchai Troop Boy Scouts.

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## GYMKHANA NOTES AND TIMES.

(BY "WIRELESS.")

Some good times were done this morning, when, in spite of the inclement weather, there was the usual gathering of owners. Dolphin put up a good performance by covering the mile in 31 secs. Hongkong Chief, with Mr.

Sutton up, did the mile and a quarter in 2.55.2, with 30.4 for the last quarter, and he finished very strong. Repulse Bay Chief is still in his usual form and with Mr. Bell-Irving up this pony should win the mile

race in a canter. Tweedledum was game this morning for the three-quarters of a mile, his time being 1.38.2. Harlequin also did good time. Sir Paul's ponies were not on the course.

PONY'S NAME.	Distance	1/4 Mile	1/2 Mile	3/4 Mile	1 Mile	1 1/4 Miles	1 1/2 Miles	1 3/4 Miles	Last quarter
Pantile	3/4	32.3	1.07	1.40.1	—	—	—	—	33.1
St. Anthony	3/4	34	1.09	1.42	—	—	—	—	33
Spoilt Child	3/4	34	1.08.2	1.40.2	—	—	—	—	34.2
Lighting	3/4	34	1.11.3	1.46	—	—	—	—	33
Taipo Chief	1	36	1.12	1.47	2.20	—	—	—	31
Dolphin	1	34.2	1.10	1.44	2.15	—	—	—	32
The Amer	1	38	1.17	1.55.3	2.27.3	—	—	—	33.1
Sleepy Hiccoughs	1 1/2	31.3	1.04.4	—	—	—	—	—	32
Merrysand	3/4	44	1.16	1.48	—	—	—	—	32.3
Speckled Mouse	3/4	36.2	1.08.2	1.41	—	—	—	—	31.2
Spotted Sand	1	30.1	1.15	1.51	2.22.2	—	—	—	32
Parran	1	35.3	1.15.4	1.49	2.21	—	—	—	30.4
Hongkong Chief	1 1/4	38	1.13.3	1.49	2.24.3	2.55.2	—	—	32.3
Javelin	1	34	1.08	1.41.2	2.14	—	—	—	33.3
By Jingo	1 1/4	41	1.22	2.02	2.41.3	3.15.1	—	—	32
Frome & Thistledown	3/4	37	1.11	1.43.3	—	—	—	—	35
Ardelan	1	33	1.12.2	1.50.3	2.25.3	—	—	—	32.2
Stanley Chief	3/4	38	1.11.3	1.44	—	—	—	—	33
Baggedyann	3/4	43	1.21	1.54	—	—	—	—	38.2
Jock	1 1/4	40	1.15	1.50	2.29	3.07.2	—	—	30.3
Repulse Bay Chief	3/4	35.3	1.11	1.41.3	—	—	—	—	32
Don Carlos	1 1/2	36.2	1.08.2	—	—	—	—	—	33.4
Aspirin and Mountain	3/4	33.2	1.07.2	1.41.1	—	—	—	—	32
Stream	3/4	36	1.13	1.45	—	—	—	—	32
Shooting Star	3/4	34.2	1.06.2	1.38.2	—	—	—	—	32.1
Tweedledum	3/4	36	1.10.4	1.43	—	—	—	—	31.2
Forest Child	3/4	37	1.12	1.43.2	—	—	—	—	34.1
Flywheel	1	40	1.21	1.59	2.23.1	—	—	—	33
Sepand	3/4	39	1.12	1.45	—	—	—	—	32.1
Kandy Chief	3/4	38	1.15	1.47	2.19.1	—	—	—	32.3
Blackbird Dablia	1	34	1.05.3	1.38.1	—	—	—	—	30.3
Harlequin	3/4	36.3	1.11	1.41.3	—	—	—	—	34
Beggar King	3/4	38	1.15	1.49	—	—	—	—	34.4
Peradventure	3/4	37	1.10	1.44.4	—	—	—	—	32.2
Leighton & Mystic Dablia	3/4	36.2	1.15.2	1.52	2.24.2	—	—	—	34
Don Juan	1	38.3	1.13.3	1.49.3	—	—	—	—	39
Timour	3/4	44	1.20	1.56	2.29	—	—	—	33.3
Waterlight	1	34.2	1.12.2	1.45.4	2.19.2	—	—	—	33.3
Dandy Child	3/4	39	1.14.2	1.48	—	—	—	—	32.2
Neston	3/4	36	1.09.2	1.41.4	—	—	—	—	—
Frampton & Glad Eye	3/4	—	—	—	—	—	—	—	—

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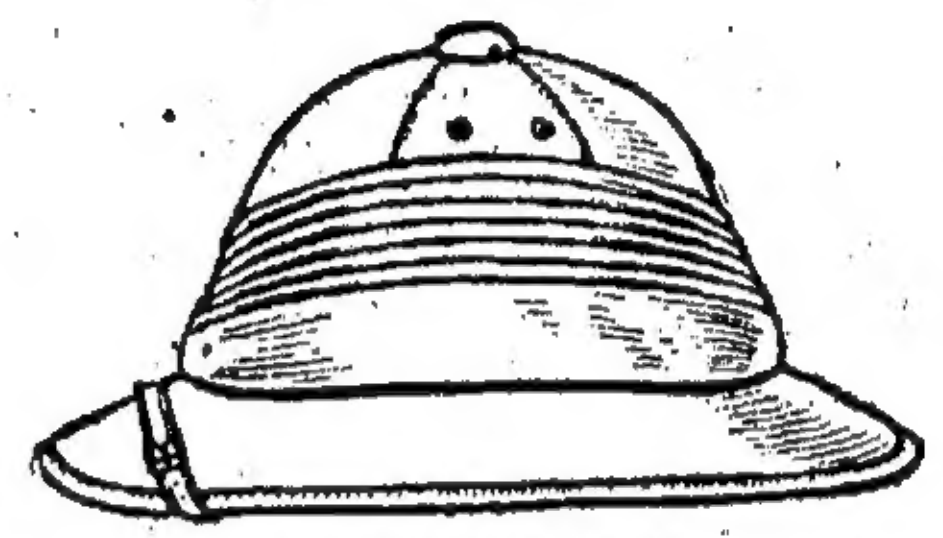
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# LOW WAISTLINE'S AND FULLER SKIRTS ON SPRING FROCKS



All Made of  
Moire Ribbon  
and Metal  
Braid is  
This Frock

## MODES OF THE MOMENT.

Most of the modes that Paris is launching are illustrated. Some are less conservative than others, to be sure. You could wear the orange taffeta with dart-fitted bodice at a smart garden party and though it would attract some attention on account of its bright colour and its conspicuously new style it would not create any particular sensation. The four frocks illustrated two-and-two in other pictures, however, could be worn anywhere and be received enthusiastically. They are frocks of the conservative type, yet they are all new frocks and express the new style features of the season.

### COMES THE FULL SKIRT.

Since most women will be interested chiefly in the conservative frock styles presented, let us take them up first. And if you hanker after the gay little frocks with short full skirts and no sleeves at all, you can skip the more staid models and get on to the end. One of the two-and-two pictures shows a Georgette frock and an embroidered crepe de chine frock. In the other picture full-tunic models of taffeta and satin are presented.

### THE LOW WAISTLINE FOR SPRING.

All these frocks have loose bodices giving flat youthful lines to the figure, and the waistline is dropped as low as possible—which can only be done with a loose bodice effect. The average woman wears her waistline much too high.

Almost anybody can achieve a low waistline, even if nature has not been kind in that respect. All that is necessary is to have the skirtband very loose and also the inside belt of the bodice. When the skirt belt is attached to this loose inside belt of the bodice, the weight of the skirt pulls the loose bodice down and gives a longer waisted effect. The corset has really very little to do with it; the clever cut of the bodice and the looseness of the belts are what count.

### SOFT FABRICS PREFERRED.

Georgette, crepe chiffon, crepe de chine and canton crepe are to have a special vogue this season because fashion insists upon soft, graceful lines, even when flaring skirts are being introduced. The new taffetas are mostly chiffon taffetas, and satins are of the supple kind—satin meteor being a favourite. Later, printed Georgettes are going to have a great vogue, one prophesies—for warm weather frocks.

The Georgette frock in one of the two-and-two pictures is in brown tones. Tobacco brown, Georgette is embroidered with bronze beads and a little gold lace is used at the girdle, a sash of brown ribbon running under the lace. The loops of the sashbow at one side are veiled with gold



Pleasing Frocks of Soft Fabric—  
Brown Georgette, Bronze Beads and  
Gold Lace in One—Embroidered Crepe  
de Chine in the Other

lace. Front and back sashbows have been abandoned by fashion and the side arrangement is now favoured. The brown Georgette frock is dropped over a lining of bisque Georgette which shows in a flat vestee in the open bodice front. The other frock in this picture is simplicity itself, so far as lines go. The skirt is quite full but the material is so soft that it falls in straight lines; and the weight of the embroidery makes the lines all the straighter. It is a black crepe de chine model embroidered with jet beads and white beads and the sash is lined with white crepe de chine. The set-in sleeve, low waistline and irregular skirt edge are all new features.

The taffeta and satin models pictured together have the new full tunic over a narrow underskirt. They have also the dropped waistline, even though the taffeta frock pretends to have a dart-fitted bodice. It is a dark blue frock with embroidery in shades of lighter blue and red—very gay and effective.

The edge of the full tunic is run with rows and rows of cords and cords are used in the darts of the bodice. The other frock in this picture is of maroon satin with straight lines of bead embroidery in maroon and garnet. Here is the dropped waistline again, and the full tunic over a narrow underskirt, and the tunic is slashed all the way up the centre front to show the underskirt.

### QUAINT STYLES REVIVED.

A new old-fashioned model is the slashed frock. The long waisted effect is accentuated, the sash being dropped quite to the hips. Braided slashes run up in the bodice to continue the braided lines of the skirt trimming; and the overlapping, fringed, bordered side panels of the skirt are a very good style for spring. This frock has the irregular skirt edge, also. It is made of grey Georgette with blue braiding and fringe.

### FROCKS MADE OF RIBBON.

Black moire ribbon in strips and strips, makes the piquant little frock for a young and very slender mademoiselle. It has no sleeves at all and the flat bodice, fitted with darts at the side, fastens at the back. To this childish bodice the full skirt is gathered—no belt, no sash, no panels—even no sleeves. But what a captivating little frock it

is! The strips of moire ribbon are joined under chenille braid; black moire ribbon, saffron coloured chenille, and clusters of primroses at the waistline and on the skirt.

Cording runs riot you perceive in an orange taffeta frock which has an odd rectangular effect of bodice, contrived with piped sections under the arm in both bodice and sleeve. All the piping is done with black velvet and the front section of the bodice is fitted neatly at the waistline with closely set pintucks. The orange taffeta frock with its black piping is accompanied by a black hat with a smart ostrich feather in orange, and by black stockings and slippers.

## A SMART COIFFURE.



Here is a very girlish and becoming method of combing the hair which is extremely becoming. The two birds of paradise are held in place by a beaded band, the only part of the coiffure which marks it as very formal, for without the band the hair would be suitably dressed for almost any occasion. No net is worn upon formal occasions, but would be necessary for street wear.

## FASHION NOTES

Three tiny ostrich feather tips arranged jauntily in Prince of Wales fashion form the decoration of some of the new evening shoes. On a black and gold brocade shoe they are chosen in the colour that predominates in the dress. They look much better than some of the fantastic feather ornaments that have been seen of late.

Huge coloured tassels made of the delicate tendrils of ostrich plumes are to be worn upon the smartest of demi-saison millinery. The softness of these tassels has a very pretty effect against the face, whether of matron or maid, and the tassels, being so soft, have the great advantage of being tuckable beneath a veil.

It looks as if green is going to be a popular shade for spring hats, and sky blue and green a favourite combination. While it is too early to predict anything positive about flower trimmings signs point to the rose as the favourite. Several other flowers will run the rose rather close, especially the violet, which lends itself so admirably to massing, a fashion in hat trimming which promises to be popular.

The new handkerchiefs for men should be very popular. They are just ordinary white linen or cotton, with a smart black initial in the corner. This initial makes identification quite easy, and will probably prevent handkerchiefs being allotted to the wrongful owner. They should appeal to those who do not like coloured handkerchiefs, and yet pine for something other than plain white.

The latest adornment for white gloves, especially the gauntlet variety, is stitching and embroidery in tan-coloured silk, and even a design worked in tan-coloured kid. It is quite a rival to the popular and smart black and white scheme.

## EMBROIDERIES.

### In Many Varieties.

Embroideries have given the fullest expression to the imagination of the designer. Embroideries in leather, in brushed cotton, in rope-like wools, in tiny wires and metal threads, appear on the new gowns. On serge copper thread is used; an effect of delicate hoarfrost is given to dark satin by a dainty stitching of silver.

Odd effects are obtained by embroidering over lace—a chance here for the girls with nimble fingers. The edges of a bit of Spanish lace are accentuated with threads of a colour matching the gown. A singularly rich, warm tone is given a lace by delicately shaded feathers of lophophore woven into the filigree.

Bead embroideries are so varied in colour and design that it is impossible to say what type is most in favour. One thing is certain, coral has come into its own again. Coral embroideries, coral garlands about the waist, coral circlets around the wrists. You even hear coral, for these festoons of beads accompany the motion of the wearer with a most fascinating little click.

A beauty specialist attributes superior complexions of our grandmothers to the fact that they were less able to obtain hot water than we are. The geyser and gas ring of to-day make the provision of hot water fatally easy for anyone minded to ruin a delicate skin with frequent steaming ablutions. Pores thus become opened and the cuticle rendered tender. Cold water is the best friend to the face.

Fashion makes it easy for the amateur dressmaker just now. Most of the dance frocks seen in the shops are of an astonishing simplicity. In many cases the material for the skirt is used so that the selvage forms the edge of the skirt, which is thus guileless of hem or more than the one join at the back or side. An easy and economical idea, is it not?



New Frocks with the Right  
Lines for Spring—One Model of  
Embroidered Taffeta, the Other  
of Beaded Satin

## TAFFETAS COATEES.

### A New Feature.

There is no denying that the 1921 fashions seem to take for granted that every woman has paid a visit to the fountain of youth. The middle-aged woman no longer exists, so far as clothes are concerned. Perhaps this is because the new fashions have a wonderfully rejuvenating effect.

The smart little coatees, which are a marked feature of the new toilettes do much to accentuate this tendency. These little taffetas coatees are fairy-like garments lined with mousseline-de-soie of the same shade, and several different ones of varying shades are often made to accompany the same toilette.

With the accompanying details of hat, stockings, and corsage flowers to match, a complete change of the toilette is achieved.

The extreme softness of the new taffetas is tempting many of the big dressmakers to vary the ubiquitous flounces and ruffles by the looped up hip-drapery usually devoted to more fragile materials. The new draperies are seldom the same on both sides.

A charming design in black taffetas has the looped drapery on the left side weighted by an extremely heavy black tassel, while the silk is left to fall straight down in a tunic effect on the right hip.

There is no end to the uses that are being devised for tortoiseshell. Heels of it are among the latest devices, but it seems as if these might prove a little brittle in wear.

Gray Georgette  
Frock with the  
Low-Waistline

## BUTTERFLIES.

### Some Novel Uses.

Baby pillows for the perambulator have butterflies by way of ornament now, and there are carriage coverlets to match, with butterflies made of fillet, or embroidered on the coverlet. Ready for first spring days are immaculate coverlets and pillow slips of spic-span white linen with inset butterflies of fillet, the edges of coverlet and pillowslip scalloped and embroidered by hand.

Butterflies also adorn cushions for the bedroom rest-couch. A pretty set is of pale tan linen with a diamond shaped motif of pink linen hemstitched to the centre and two drefonne butterflies in gay colours appliqued to the cover, half on and half off the pink centre section. The butterflies are outlined in black.

## A BECOMING SPORTS HAT.



The lines of the hat pictured above are particularly good, simple, direct, as is the trend of all millinery now, yet not enough to be generally becoming. It is a fine example of the new and white felt in a series of folds and a ripple of the top surface creating



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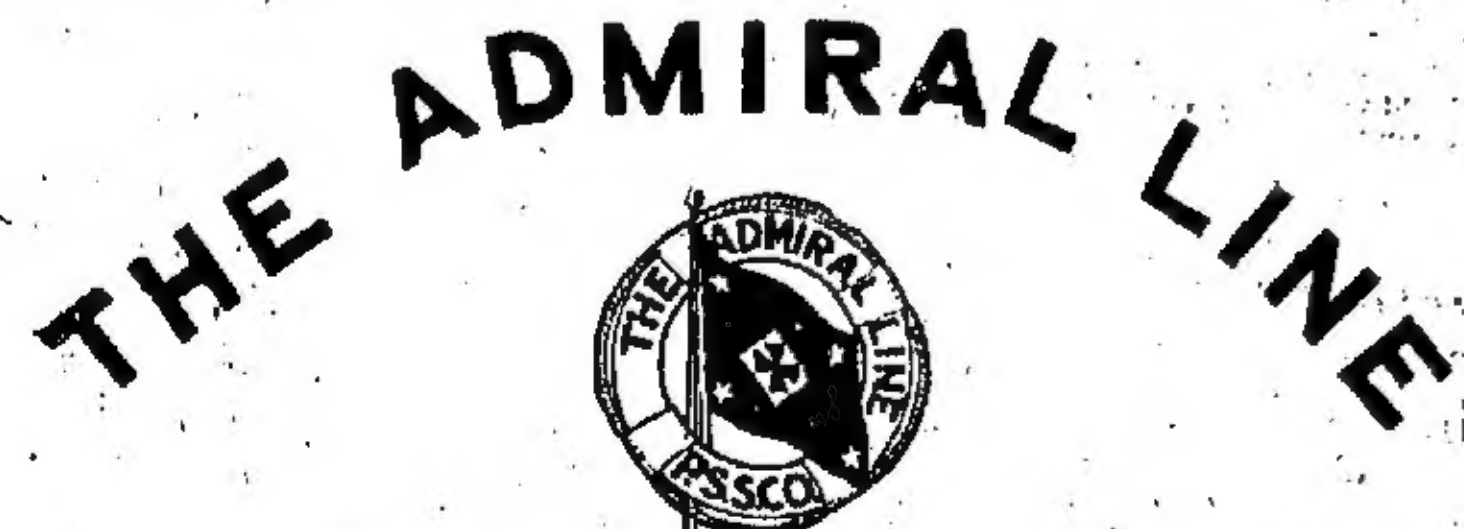
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March 30th. April 21st. May 18th.

SAILING FROM  
HONGKONG for MANILA  
S.S. "NANKING" ... June 4th.

SAILING FROM  
HONGKONG for SINGAPORE  
S.S. "NILE" S.S. "CHINA"  
April 3rd. April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,  
PRINCE'S BUILDING, ICE HOUSE STREET.  
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT  
No. 1934. No. 2161.

## PACIFIC SHIPPING.

## NEW YORK DIRECT.

Joint service of the  
"BLUE FUNNEL" LINE  
(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

## AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	Sailing
"LAERTES"	27th March.
"KANDAHAR"	6th April.
"CITY OF DUNKIRK"	20th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO. CANTON.

## VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)  
HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila  
and  
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
ALDERAMIN	April	Amsterdam & Hamburg	10th April.
BOEROE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

**JAVA CHINA JAPAN LYN**

General Agents,  
York Building.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

## "VAN CLOON"

will be despatched to  
Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.  
Wireless Telegraphy.

For freight and passage apply to:-

**JAVA-CHINA-JAPAN LYN,**

Telephone No. 1574. Agents.

## AUSTRALIAN SHIPPING.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 9th April.  
S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to:-

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307. 113, Connaught Road Central.

## SAILING DATES.

Europe U.S.A., Etc.

E. of Japan C.P.O.S.	Mar. 22
Mito M. N.Y.K.	Mar. 24
Tanda M. F. & O.	Mar. 24
Akita M. N.Y.K.	Mar. 25
Eurana S. & D.	Mar. 26
Kashmir P. & O.	Mar. 26
Laertes B. L.	Mar. 27
Tjikembang J. C. J. L.	Mar. 27
Tango N.Y.K.	Mar. 28
W. Ivis S. & D.	Mar. 28
Nanking C. M. Co.	Mar. 30
E. of Asia C.P.O.S.	Mar. 31
Wm. H. Webb A. L.	Mar. 2
West Hika L. A.	Apr. 3
Tenyo M. N.Y.K.	Apr. 3
Vigo B. L.	Apr. 4
Nankin P. & O.	Apr. 5
Ningchow B. & S.	Apr. 5
Kandahar B. L.	Apr. 6
Egremont D. & Co.	Apr. 6
Sado M. N.Y.K.	Apr. 6
Monteagle C.P.O.S.	Apr. 7
Eastern P. & O.	Apr. 9
Hway Ping C. & A. Co.	Apr. 9
Hayo M. T. K. K.	Apr. 9
Alderamin J. C. J. L.	Apr. 10
Cadaretta A. L.	Apr. 11
Theseus B. & S.	Apr. 12
Tyndareus B. & S.	Apr. 13
Atreus B. & S.	Apr. 13
Dunera P. & O.	Apr. 14
Delight F.W. Co.	Apr. 15
Kitano M. N.Y.K.	Apr. 15
Khyber P. & O.	Apr. 15
Kioto B. L.	Apr. 16
Idomeneus B. & S.	Apr. 17
Nikko M. N.Y.K.	Apr. 19
Swazi B. L.	Apr. 19
Ajax B. & S.	Apr. 19
Montague A. L.	Apr. 19
Kashima M. N.Y.K.	Apr. 20

Japan, Coast Ports, Etc.

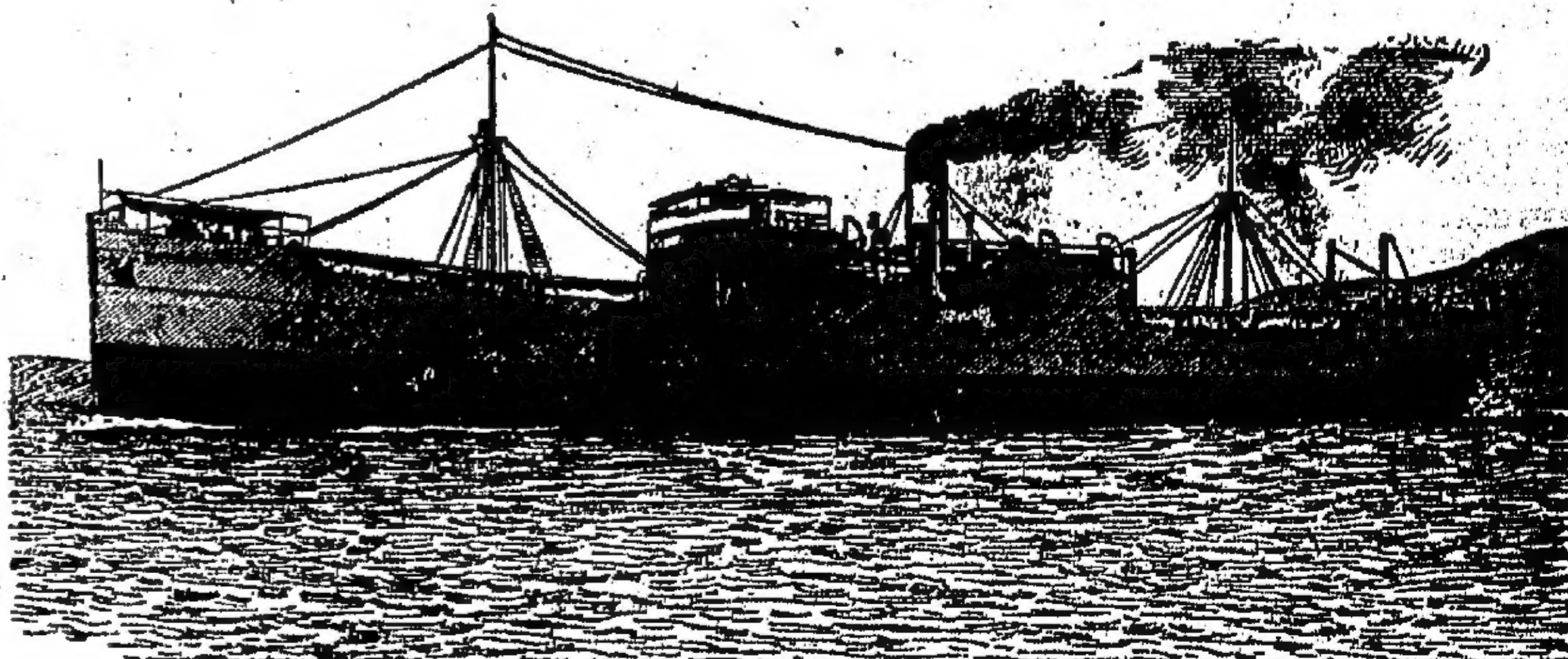
Ningpo B. & S.	Mar. 22
Linan B. & S.	Mar. 22
Heijn M. N.Y.K.	Mar. 22
Muroran M. N.Y.K.	Mar. 22
Laisang J. M. Co.	Mar. 22
Chusan B. & S.	Mar. 22
Sinkiang B. & S.	Mar. 22
Ningpo B. & S.	Mar. 22
Teopao J. M. Co.	Mar. 23
Nagato M. N.Y.K.	Mar. 23
Tjikodas J. C. J. L.	Mar. 24
Teau B. & S.	Mar. 24
Yuensang J. M. Co.	Mar. 24
Borneo M. D. & Co.	Mar. 24
Sunning B. & S.	Mar. 24
Choysang J. M. Co.	Mar. 24
Eastern P. & O.	Mar. 24
Haihong D. L. Co.	Mar. 24
Torilla P. & O.	Mar. 25
Kwongsang J. M. Co.	Mar. 25
Kwongong J. M. Co.	Mar. 26
Tjileboet J. C. J. L.	Mar. 26
Hinsang J. M. Co.	Mar. 26
Yingchow B. & S.	Mar. 27
Tjibo las J. C. J. L.	Mar. 27
Macassar D. & Co.	Mar. 28
Hailong D. L. Co.	Mar. 28
Chengtu B. & S.	Mar. 29
Kevasang J. M. Co.	Mar. 29
Calcutta M. N.Y.K.	Mar. 29
Soudaa P. & O.	Mar. 29
Loksang J. M. Co.	Mar. 30
Tjikini J. C. J. L.	Mar. 30
Glymont A. L.	Mar. 30
Dunera P. & O.	Mar. 30
Kamo M. N.Y.K.	Mar. 31
Tilatjap J. C. J. L.	Mar. 31
Kaifong B. & S.	Apr. 2
Totteri M. N.Y.K.	Apr. 6
Aki M. N.Y.K.	Apr. 12
Kamakura M. N.Y.K.	Apr. 22
Kanowna P. & O.	May 2
Pyrrihus B. & S.	May 3
Protesilaus B. & S.	May 4
Lake Onawa A. L.	May 6
Kawachi N.Y.K.	May 11

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;  
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Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, S.S.C. M.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**(COMPANIES incorporated in ENGLAND)  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
KASHMIR	9,000	26 Mar. 11 a.m.	M's, London & Antwerp.
NANKIN	7,000	5th Apr.	M's, London & Antwerp.
DUNERA	5,400	14th Apr.	S'pore, Colombo & B'way.
KHYBER	9,000	15th Apr.	M's, London & Antwerp.
SOUDAN	7,000	29th Apr.	M's, London & Antwerp.

**BRITISH INDIA-APCAR SAILINGS (South)**

TANDA	6,956	24 Mar. 10 a.m.	Calcutta via Singapore, Penang & Rangoon.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

EASTERN	4,000	9th Apr.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
KANOWNA	7,000	2nd May	

**SAILINGS TO SHANGHAI & JAPAN.**

TORILLA	5,200	25th Mar.	Amoy, Shanghai & Japan.
SOUDAA	6,696	29th Mar.	Shanghai & Japan.
DUNERA	5,400	30th Mar.	Shanghai only.

**WIRELESS ON ALL STEAMERS.**

Par-tele Measuring not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central. Agents.

**N. Y. K. NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

KASHIMA MARU (Omitting Manila) Wednes., 20th Apr., at 11 a.m.

SUWA MARU ..... Friday, 6th May, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

SADO MARU ..... Wednesday, 6th April, at 11 a.m.

KITANO MARU ..... Friday, 15th April, at 11 a.m.

INABA MARU ..... Friday, 29th April, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON &amp; ROTTERDAM.

MITO MARU ..... Thursday, 24th March.

LIVERPOOL &amp; MARSEILLES via Suez.

MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANOO MARU ..... Monday, 28th Mar., at 11 a.m.

NIKKO MARU ..... Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez.

AKITA MARU ..... Friday, 25th March.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU (Sailing from Singapore) Wed., 11th May.

BOMBAY &amp; COLOMBO via Singapore.

CALCUTTA MARU ..... Tuesday, 29th March.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

MURORAN MARU ..... Thursday, 24th March.

TOTTORI MARU ..... Wednesday, 6th April.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ..... Tuesday, 12th April, at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

NAGATO MARU ..... Wednesday, 23rd March.

KAMO MARU ..... Thursday, 31st Mar. at 11 a.m.

KAMAKURA MARU ..... Tuesday, 12th April.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	in port	24th Mar.	Shanghai
Tjileboet	Japan	in port	26th Mar.	Java
Tjilatjap	Java	in port	31st Mar.	Java
Tjikin	Shanghai	28th Mar.	30th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

**ALSO OPERATING  
JAVA PACIFIC LIJN.  
NEXT SAILING.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	25th Mar.	27th Mar.	San Francisco.

Through Bill of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**  
York Buildings.  
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and or BOSTON.

**S.S. "ECREMONT CASTLE"**

Sailing on or about 6th April.

**LLOYD TRIESTINO.****BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 20th April.

Passengers Luggage can be insured at the office of the Agents

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

**JAPAN, HONGKONG & JAVA.**

FOR JAVA.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "MACASSAR MARU" Sailing on or about 28th Mar.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—  
**DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	30th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

For	Steamer.	Sailing.
LONDON, AMSTERDAM, ROTTER-	"VIGO"	4th April.
DAM & HAMBURG	"KIOTO"	16th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton

General Agents.

**CLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.**

Vessel.	Due Hongkong.
"PEMBROKESHIRE"	22nd March.
"GLENIFFER"	14th April.
"GLENLYLE"	28th April.

**HOMEWARDS.**

Vessel.	Leaves Hongkong.	Discharges.
"GLENARIFFE"	30th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS: **THE CLEN & SHIRE, LTD.**

Telephone No. 215, sub-ex. 23 and 3694.

COASTAL SHIPPING:

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuenwang	Thurs. 24th Mar. at 3 p.m.
BANGKOK via Swatow	Ywongeng	Fri. 25th Mar. at d'light.
SANDAKAN	Hinsang	Sat. 26th Mar. at noon.
STRAITS & Calcutta	Lalsang	Sat. 26th Mar. at 3 p.m.
KOBE via Shanghai	Kwaisang	Tues. 29th Mar. at d'light.
HAIPHONG via Hoihow	Loksang	Wed. 30th Mar. at 9 a.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "LAISANG" will be despatched on or about Saturday 26th Mar., at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Teau	24th Mar. at noon.
SHANGHAI	Sunning	24th Mar. at noon.
SHANGHAI & TSINGTAO	Yingchow	27th Mar. at d'light.
SWATOW & BANGKOK	Chungtu	29th Mar. at d'light.
H'HOW, PHOI & H'PHONG Kaitong		2nd Apr. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Wossung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Agents.

Telephone No. 36.

Hongkong Mar., 24, 1921.

**DOUGLAS STEAMSHIP CO. LTD.****HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of East, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
* Hainan	W. C. Passmore	THUR., 24th Mar. at noon.
* Hailong	W. Couper	MON., 28th Mar. at 1 p.m.

\* Calling at Swatow for Passengers only.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

For SINGAPORE, COLOMBO, MOCAMBIQUE, LOURENCO MARQUES, CAPE TOWN, LUBITO (ANGOLA) LANDA, S. THOMAS, S. VICENT, (CAPE VERDE) FUNCHAL (MADEIRA) and LISBON.

**S. S. PEDRO NUNES**

will be despatched as above on Monday, the 28th March, at Noon.

For Freight or Passage Apply to—

**J. M. DA ROCHA & CO.,**

Hongkong, 18th March, 1921.

**MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The A. L. s.s. LAKEONAWA, is due to arrive here from Saigon on or about March 25th.

The s.s. ANTILOCHUS (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 24th inst.

The A. L. s.s. CADARETTA is due to arrive here from Saigon on or about April 5th.

The A. L. s.s. CROSSKEYS, is due to arrive here from Seattle Wash. on or about April 6th.

The A. L. s.s. COAXET, is due to arrive here from Portland Ore on or about April 5th.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez, on the 26th February, and is expected here on the 10th April.

The s.s. PYRRHUS, (Blue Funnel Line) left Suez on 9th inst., for Hongkong and is due here on 1st April.

The N. Y. K. s.s. MURORAN MARU (Calcutta Line) left Kobe for this port via Moji on the 16th March and is expected here on the 23rd March.

The Ben Line s.s. BENAVALON from Leith Middlesbrough &amp; London left Singapore for this port on 17th inst. and may be expected to arrive here on 24th inst.

The N. Y. K. s.s. AKITA MARU (New York Line) left Kobe for this port via Moji on the 17th March and is expected here on the 24th March.

The N. Y. K. s.s. AWA MARU (Liverpool Line) left Liverpool for this port via Suez on the 12th March and is expected here on the 24th April.

The B. I. s.s. EURYALUS, left Singapore for this Port on the 19th instant at afternoon, and is due here on the 25th instant.

The Barber Line s.s. BOWES CASTLE, left New York on Mar. 8th for Hongkong via Ports and is expected to arrive here about 12th May. Dodwell &amp; Co. Ltd., Agents.

The N. Y. K. s.s. IYO MARU, (European Line) left London for this port via Suez, on the 5th March and is expected here on the 14th April.

The B. I. s.s. TANDA, left Amoy for this Port on the 22nd instant at afternoon, and is due here on the 23rd instant at about 4 p.m.

The P. &amp; O. s.s. KASHMIR, left Shanghai for this Port on the 22nd instant at 8 a.m. and is due here on the 24th instant at about 5 p.m.

The s.s. TELEMACHUS, (Blue Funnel Line) left Suez on 19th inst. for Hongkong and is due here on 18th April.

**WATER RETURN.**

Level and Storage of water in Reservoirs on Mar. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tyran	15.2 Below overflow	20.2 Below overflow
Tyran	20.2 Below overflow	20.6 Below overflow
Tyran	15.2 Below overflow	6.5 Below overflow
Tyran	15.2 Below overflow	11.2 Below overflow
Tyran	32.9 Below overflow	27.2 Below overflow
Wing-ni	34.6 Below overflow	20.4 Below overflow
chung	27.1 Below overflow	
Poktium	27.1 Below overflow	

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Tyran	262.21	235.22
Tyran	141.56	141.56
Tyran	741.96	1,106.54
Tyran	219	43
Poktium	22.36	43
Total	1,308.08	1,428.25

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of Feb.

	1920.	1921.
Consumption	186.20	186.10
Estimated	186.20	186.10
Consumption per head per day	22.5	24.6
Consumption supply to all districts	186.20	186.10
Consumption supply to all districts	186.20	186.10

KOWLOON WATERWORKS LEVEL.

	1920.	1921.
Kowloon	124	124
Gravitation	224.00	180.54
Reservoir	224.00	180.54

Consumption of water in Kowloon in millions and decimals of gallons during the month of Feb.

Consumption per head per day 14.6 15.5 gallons  
Consumption supply to all districts 186.20 186.10  
Consumption supply to all districts 186.20 186.10  
Consumption supply to all districts 186.20 186.10  
Consumption supply to all districts 186.20 186.10J. L. PERKINS,  
Water Authority.

## "HONG MOH" ENQUIRY.

(Continued from Page 1.)

Do you know the name of the steamer that you passed on March 5 shortly after 5.30, steering north—last?—Yes, it was the Telamon.

Mr. Jenkin:—You said that the state of the weather was such that you could not do anything on the night of the 5th and you had great difficulties in doing anything the next morning?—Yes.

In answer to a further question from Mr. Jenkin, the witness said that H.M.S. Foxglove was a sloop of 1,300 tons and was carrying a crew of 100. She carried all up-to-date life-saving gear.

## A LIEUTENANT'S EVIDENCE.

Lt. C. Melbourne, of M. S. Foxglove, said:—We anchored at 11 o'clock. I was keeping watch that night until daylight. At daylight I informed the Captain of the position of the wreck. We weighed anchor and proceeded toward the wreck. First there appeared to be no life on board. When we got closer the signalman said he saw some one waving. I looked through a range-finder and saw a lot of people on board. This time the Carlisle, at about 7 o'clock, was sighted. She asked if anybody was on board and we said "yes". The Carlisle asked us to stand clear until she had investigated the wreck. The Carlisle lowered her biggest boats and cutters. Rafts were also being dropped. At one o'clock in the afternoon the sea had moderated sufficiently to allow us to lower whalers. Owing to the set of the tide it was impossible to get alongside, so we went as near as possible and the men jumped. There were several survivors in the water. We collected four and returned to the ship. After that the whalers went away again and we picked up 28 survivors. After that we had run short of coal and had just sufficient to get to Hongkong. We had received orders to leave the scene.

Mr. Jenkin:—That photograph (produced) was taken at sea on your ship?—Yes, on the afternoon of the 6th, on Sunday.

That shows the fore part of the ship well separated from the sea and the amidship part?—Yes. The sea on arrival of the ship was very much rougher than it appears in the photograph?—Yes. It is a photograph taken above the sea and it appears to be calm.

At any rate, at the time of the taking of the photograph the sea had abated?—Yes. The fore part heeled over a good deal more. At first the whole of the deck was visible and later about half.

## CAPT. EVANS GIVES EVIDENCE.

Captain Edward R. G. Evans, said:—My ship was lying at Bako the Pecosadores when a signal which was hardly intelligible was intercepted by the Carlisle's wireless operator which informed me that something in the nature of a disaster had occurred on Lammoek Island. At about 11 p.m. on March 5th, I received a wireless signal from the Commodore at Hongkong directing me to raise steam and proceed to the scene of the wreck of the Hong Moh on Lammoek Island. I prepared for sea and left Bako one hour later and proceeded at 18 knots to Lammoek Island, to arrive at dawn. On arriving, I found H.M.S. Foxglove standing by and from the bridge of the Carlisle could see that there were a number of survivors still on board the wreck, which appeared to have broken in two. The fore part was working, but the after part appeared to be fast-held in the rocks. Signals were exchanged between the Foxglove and the Carlisle, and the latter ship was manoeuvred to windward of the wreck with a view to getting boats launched. Two cutters were first lowered with officers in charge and these towed Carley floats down towards the wreck. Both ships were manoeuvred as close as possible with a view to assisting the boats, but after several times getting into four fathoms of water the ships were kept at a greater distance from the scene of the wreck on White Rocks. The sea was too bad for anything smaller than a service cutter to be used. Consequently the Carlisle was manoeuvred to leeward of the wreck, as near as she dared to approach the rocks. The cutters were picked up, hoisted and taken up to windward again, and on some occasions the boats were towed by the ship to a windward position. Very few survivors were picked up to begin with owing to the great difficulty of getting boats near to the wreck. The weather moder-

ated in the afternoon when two whalers were employed by the Foxglove and the Carlisle, and these boats, owing to their greater handiness, were more successful. During the whole of this time the Foxglove and Carlisle endeavoured to place Carley floats in such a way that they would drift to the wreck and encourage the survivors to jump on them. The Foxglove at 5 p.m. was compelled to return to Hongkong owing to coal shortage and condenser trouble. The boats were directed to endeavour to save life from the fore part which in the middle of the day was borne to port by the heavy seas and looked like collapsing at any time. Unfortunately the boats could not approach very much, owing to rocks on the fore part of the wreck, and the survivors were gradually being washed out of the rigging and drowned or smashed against the broken ship's side. Some survivors were fortunate enough to jump into the sea when boats were near by, and these were rescued in most cases. Towards sunset, knowing that darkness was coming on and a great number of people were still on board and also that the Carlisle's boats' crew were by this time exhausted after so many hours' pulling, I entered the sea about a mile to leeward of the wreck. I lowered a cutter and a Carley float slowly up to the wreck, taking some time on account of the heavy swell of the monsoon. It was obvious that nothing could be done with the Carley float and as she became unmanageable she was cut adrift. The cutter with its crew fresh, as they had not pulled for sometime, was placed as near the wreck as possible, and the officer in charge, Mr. Dyer, managed to save a number of those who jumped into the sea when the boat was so close. These were from the aft part. The motor boats were then manoeuvred close to the mast head of the forepart and an attempt was made to save the survivors hereabout. Eventually the motor boats and cutters were full of survivors and they were taken back to the Carlisle and passed on board. Further trips were made until darkness set in, when the Carlisle's searchlights were worked in such a manner that they lit up the wreck well. At about 8 p.m. the cutter managed to secure a hold on the rock and the sea being now less, life lines were rigged between the cutter and the after part of the Hong Moh. The survivors slipped one by one by these as directed by Carlisle's officers and men. As the searchlights were not working so clearly and as it was difficult to manoeuvre the motor boats with the cutter in amongst the wreckage, ropes and wires were put in the water alongside the wreck during the semi-darkness. Unfortunately whilst manoeuvring the motor boats, a propeller fouled badly when the boat was full of survivors and once this was cleared I gave orders to abandon the operations and wait till dawn. This was between 10 and 11 p.m. There were then about 12 people left in the wreck and 220 were now on board the Carlisle. At dawn, boats were again lowered but eleven out of 12 people on board had been rescued by large Chinese sampans.

There were no survivors left on board when the Carlisle left for Hongkong, but sampans and one junk appeared to be busy with a great number of chests floating in the sea which the survivors threw over. These contained dollars.

Captain Evans handed over signals that he received which might prove valuable as showing the ships that passed the wreck at the time.

In cross-examination by Mr. Jenkin, Captain Evans said that the state of the weather on Saturday night and also on the following morning was such that no coastal boat nor even the Blue Funnel vessel Telamon, which Commander Brady spoke of as effective aid, even had she gone to the scene of the disaster, assistance from the scene of the wreck on White Rocks. The sea was too bad for anything smaller than a service cutter to be used. Consequently the Carlisle was manoeuvred to leeward of the wreck, as near as she dared to approach the rocks. The cutters were picked up, hoisted and taken up to windward again, and on some occasions the boats were towed by the ship to a windward position. Very few survivors were picked up to begin with owing to the great difficulty of getting boats near to the wreck. The weather moder-

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## PASSENGERS DEPARTED.

Per s.s. COLOMBIA—Miss K. Anderson, W. J. Allen, Miss M. Alexander, Mrs. E. C. Allan, H. W. Bryan, Mr. & Mrs. Roy Brown, Miss B. Brown, Mrs. W. L. L. Barker, Mr. & Mrs. J. N. Brainard, Mr. & Mrs. W. A. Bolton, Madame Barbey, Mr. & Mrs. Carlton Banigan, Mr. & Mrs. J. N. Byers, Mrs. F. H. Clarke, Miss H. Clarke, Mr. & Mrs. J. C. Colt, Miss B. Colt, Mr. & Mrs. T. Carrion, R. O. Denison, Mr. & Mrs. Wm. N. Drennon, Miss M. Drennon, Mrs. E. H. DeVault, Miss H. M. Eldridge, Mrs. James Fuller, Mr. G. Graham, Mr. R. C. Gibson, Mr. & Mrs. W. A. Hannibal, Mr. & Mrs. C. R. Hamilton, Miss M. Hamilton, Master K. W. Hamilton, Miss L. Knight, Mr. & Mrs. E. L. Koon, Mr. A. L. Lacey, Miss Jean Morrison, Mrs. M. Moore, Miss P. Moore, Miss N. Moore, J. F. Miller, Miss G. Mann, Mr. & Mrs. Hunter Mann, Master Hunter Mann Jr., Mrs. S. W. Peoples, Mr. & Mrs. Newell Preston, Master N. T. Preston, Miss Mary Elizabeth Preston, Mr. & Mrs. J. H. Quaal, T. Ramsey, Mr. & Mrs. M. A. Rader, Miss M. Rader, Mrs. G. C. Reis, Mr. & Mrs. J. R. Sindlinger, Master J. R. Sindlinger Jr., Mr. K. Kutoon, Mr. F. J. Saunders, Mrs. D. C. Squires, Mr. L. H. Stewart, Mr. E. H. Stewart, Miss G. K. Smith, Mr. and Mrs. A. W. J. Simmons, Miss G. Simmons, Miss K. Simmons, Miss F. Simmons, Mrs. A. L. Todd, Mr. Brewitt Taylor, Mr. and Mrs. W. A. White, Mr. G. M. Young, Miss M. Harper, Mrs. Helen M. Helmer, A. Hasshim, Mr. and Mrs. B. C. Haile, Master B. Haile, Miss K. Starling, Mr. F. W. Pleas.

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Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated; and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Japan—Per MUORAN MARU, 23rd Mar.  
Japan—Per AKI MARU, 24th Mar.  
Shanghai—Per KASHMIR, 24th Mar.  
Straits—Per EURYALUS, 25th Mar.  
Shanghai—Per SHANTUNG, 25th Mar.  
Shanghai—Per FOOCOW, 26th Mar.

## OUTWARD MAILS.

## To-morrow.

Fort Bayard, Hoihow & Hai-phong—Per KANOI, 5 p.m.  
Straits & Bangkok—Per HAITAN, 8 a.m.  
Straits, \*Bangkok, \*Ceylon, \*Mauritius, \*L. Marques, S. Africa, India via Dhanushkodi, \*Egypt & \*Europe via Suez—Per SHUNKO M, 2 p.m.  
Amoy, \*Shanghai, \*North China & Japan—Per TORILLA, 5 p.m.  
Saigon—Per WING SHING, 11 a.m.  
Straits and \*Bangkok—Per KAITAN, noon.  
Swatow—Per HYDRANGEA, 3.30 p.m.  
Samsui and Wuchow—Per TAIRNING, 4.30 p.m.  
Shanghai & N. China—Per TEAN, 11 a.m.  
Philippine Island—Per YUEN SANG, 2 p.m.  
Swatow & Bangkok—Per KWONG ENG, 5 p.m.  
Shanghai & N. China—Per SUNNING, 11 a.m.  
Friday, 25th Mar.  
Straits, Bangkok\*—Per PHEUNPENH, 9 a.m.  
Straits \*Bangkok Calcutta & Aden—Per TANDA, 8.30 a.m.  
Straits & N. China—Per TJBODAS, 9 a.m.  
\*Correspondence bearing vessel's names only.

The Carlisle had 380 men and was a cruiser of the latest design. It was impossible for the Carlisle to do anything effective during the major portion of the Sunday morning.

Lt. G. Curtis, of H.M.S. Carlisle, gave evidence which bore out what was said by Captain Evans. The enquiry is proceeding.

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T. S. Forrest, Mrs. Lily Fleishmann, Mr. J. Fleishmann, Jr., Mr. John Gray, Miss J. Hall, Mr. J. Hope, Mr. G. Hashidume, Mr. C. C. Havens, Mr. J. D. Humphreys, Mr. A. E. Lindfield, Mr. A. C. Matthews, Miss I. B. Matthews, Mr. P. Matthiessen, Mr. Donald Neilson, Mr. and Mrs. Victor Pinnell, Mr. J. W. Potter, Mr. and Mrs. J. A. Pennuizen, Miss J. P. Rubio, Master Richard Rountree, Miss Barbara Rountree, Mrs. J. Rountree, Mr. M. K. Sugaunina, Mr. Eric W. Straight, Mr. C. Stone, Mr. G. Stairs, Mr. Louis D. Stone, Mr. M. F. Semanko, Mr. H. Takayama, Mr. J. M. Frailek, Mr. K. Tsujii, Mrs. Francis Weiss, Mr. Fadelioff, Mr. Hashirin and Mr. Pedder.

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## TIDE TABLE.

21st to 27th March, 1921.

Day	High Water Mean Time	Low Water Mean Time	Day	High Water Mean Time	Low Water Mean Time
Mon. 21	8 13	4 9	Mon. 26	8 13	4 9
Tues. 22	7 47	3 27	Tues. 27	7 47	3 27
Wed. 23	8 41	4 21	Wed. 28	8 41	4 21
Thurs. 24	9 35	5 15	Thurs. 29	9 35	5 15
Fri. 25	10 29	6 9	Fri. 30	10 29	6 9
Sat. 26	11 23	6 53	Sat. 31	11 23	6 53
Sun. 27	12 17	7 47	Sun. 1	12 17	7 47

in morning, & afternoon

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## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

## Banks.

H.K. & S. Bank b. 935  
East Asia b. 117

## Marine Insurances.

Cantons n. 455  
North China n. t. 153  
Unions b. 272 1/2 sa. 275  
Yangtzes n. 275 1/2  
Far Easterns b. t. 20

## Fire Insurances.

China Fires b. 125  
H. K. Fires b. 333

## Shipping.

Douglases sa. 66  
H.K. Steamboats b. 25 1/2  
Indos (Pref.) b. 25  
Indo Def. Lon/Reg. b. 275 sa. 285  
Indo Def. H.K. Reg. b. 267 1/2  
Shells b. 105 1/2  
Ferries b. 33 1/2 sa. 34

## Refineries.

Sugars sa. 236  
Malabons b. 55

## Mining.

Kailans n. 90  
Langkats b. t. 11  
Shanghai Loans b. 75 cts.  
Rauba n. 23 1/2  
Tronohs n. 12 1/2  
Utah Caspians n. 12 1/2

## Docks, Wharves, Godowns, &amp;c.

H.K. Wharves b. 96  
K. Docks b. 199 sa. 195/200  
S'hai Docks b. 135 sa. 135 1/2  
N. Engineerings b. 26 sa. 26 1/2

## Lands, Hotels &amp; Buildings.

Centrals b. 119  
H.K. Hotels n. 172  
H.K. Lands b. 161 1/2 sa. 160/1  
H'phreys Est. b. 9 1/2 sa. 9.60  
K'loon Lands n. 36  
L. Redemptions n. 133  
West Points b. 57 1/2 sa. 58

## Cotton Mills.

Kwos n. t. 365  
Kung Yik b. t. 36  
Lau Kung Mow b. t. 15  
Orientals n. t. 15  
S'hai Cottons b. t. 119 1/2 sa. 120  
Yangtzeppos b. t. 25 1/2

## Miscellaneous.

Cements b. 13.15  
Do. Light old b. 10 1/2  
China Light new b. 9.60  
China Providents sa. 13 1/2  
Dairy Farms n. 25 1/2  
Electricity H. K. b. 25 1/2  
Electricity Macao n. 30  
Hongkong Ropes b. 25  
Hk. Tramways b. 15 1/2  
Peak Trams, old b. 3 1/2  
Do. new b. 1  
Steam Laundries b. 5 1/2  
Steel Foundries n. 7  
Water-works b. 15 1/2  
Watsons sa. 25  
Wm. Poyalls b. 20  
Wisemans b. 15

Hongkong, Mar. 23, 1921.